THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 21. SATURDAY, DECEMBER 4, 1875 NO. 545.

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The Chronicle.

THE COMMERCIAL AND FINANCIAL CHRONICLE *is issued on Saturday morning, with the latest news up to midnight of Friday.*

TERMS OF SUBSCRIPTION—PAYABLE IN ADVANCE.

THE COMMERCIAL AND FINANCIAL CHRONICLE, delivered by carrier to city subscribers, and mailed to all others:

For One Year (including postage)..... $10 00
For Six Months..... 6 00

Subscriptions will be continued until ordered stopped *by a written order or at the publication office.* The Publishers cannot be responsible for Remittances unless made by Drafts or Post-Office Money Orders.

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London Office.

The London office of the CHRONICLE is at No. 5 Austin Friars, Old Broad street, where subscriptions are taken at the following rates:

Annual Subscription to the Chronicle (including postage)..... £3 2s.
Six months' subscription..... 1 3s.

WILLIAM B. DANA, JOHN G. FLOYD, JR. } WILLIAM B. DANA & CO., Publishers, 79 and 81 William Street, NEW YORK. POST OFFICE BOX 4 592.

☞ A neat file-cover is furnished at 50 cents; postage on the same is 16 cents. Volumes bound for subscribers at $1 50.

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CONGRESS AND THE FINANCIAL OUTLOOK.

From the general description which the Treasury reports receive from the mercantile and banking classes throughout the country, the beginning of a new session of Congress offers facilities of special value for making an estimate of the financial situation. For several years past we have scarcely had a more promising state of things than exists at the present moment. At least we are exempt from several prominent causes of monetary and industrial trouble which have agitated commerce and trade. Since the close of the war, for example, scarcely a session of Congress has opened without the expectation that a multitude of crude plans would be proposed for currency reform. These plans had many of them good features, but their general influence was prejudicial to business, both for other reasons and, especially, because their discussion disturbed the stability which is a fundamental requisite for the currency system of any commercial country. This stability, as we have often shown, cannot be compromised or tampered with, except at the risk of the most profound mischief to the vital interests of society. The currency system of a nation may be compared to one of those powerful "elevators" which are seen every day engaged in loading and unloading our steamers. The elevator has a two-fold office. It *moves* the commodities and it *measures* them at the same time. So is it with the great machine of the currency, it moves the exchangeable values of the country and it applies to them a precise standard of measurement. But as everybody sees how inefficient for its work would be an elevator, whose stability could not be depended upon—whose measuring accuracy could not be trusted, and whose activity of movement was unsteady—so, by parity of reasoning, it is evident that our paper currency system, for like defects of instability, must have worked for several years no small degree of mischief. Now, we are far from contending that our currency is at present wholly set free from its old vice of instability. What we say is, that there is less of this vice than there has been and less prospect of it. We are freed from some of the causes of instability which have been so active in the past. That this is so may be easily demonstrated. First, we have appointed a day on which specie payments are to begin. Next, the faith of the nation is pledged to carry out the policy, and we are actually preparing for resumption. Moreover, we are making hopeful progress towards that end, and no attempts which may be made by the paper-money men to subvert or delay our advance towards specie payments are regarded with so much apprehension by the friends of a sound currency. This and other circumstances give a stability to the currency side of our financial fabric, and in this stability we see one of the hopeful features of the monetary situation.

Leaving these general views, however, we find equal cause for satisfaction if we look to the condition of the banks throughout the country. Our banking mechanism has been put to a very severe strain by the disasters of 1873 and the two following years. But, if we look closely at the statistics, we shall find reason to wonder that the bank failures have been so small, and that our banking machinery has suffered so little from the pressure to which for three or four years it has been continuously exposed. There have been a few failures in each of the four departments of our banking system—among the

National banks, the State banks, the private banks and the savings banks. Next week we shall give some official details as to these failures. But the statistics on this subject prove two facts, namely, that the proportion of the failures to the risks have been small, and that the comparison of these bank disasters with similar troubles on the continent of Europe is not to the disadvantage of the United States. Of course this favorable comparison should not weaken our efforts to correct present evils, or to watch against approaching dangers. The facts will lose their proper effect if they do not stimulate us to attempt, both in and out of Congress, to accelerate the progress of our financial system and to further those improvements which are so necessary to help us on to specie payments and to a sounder currency and banking system.

Thirdly, the reserves held in our New York banks are large. It is another illustration of the strength of the financial position that our bank reserves are still ample, although since the 1st of October these reserves have fallen nearly 20 millions. And, as will be seen by the Debt Statement, which we publish elsewhere, the special deposits of the banks in the Treasury have fallen from 60 millions, October 1, to $42,610,000 to-day. This decline corresponds almost exactly with that of the greenback reserve of the banks, which has fallen from 66 millions, at the beginning of October, to the present level of $47,038,900. This drain of greenbacks has, of course, been caused by the sending of currency to the West and South; but what is important to observe is, that it has left the banks with a surplus of $9,349,300 in excess of their legal minimum. The drain is now almost over. It may, perhaps, continue to the extent of two or three millions more; but in all probability it will stop before half that sum has been sent away. Hence we may infer that our banks, when they have met all probable demands upon them, will still hold 6 or 7 millions of greenbacks over and above their legal minimum. However this may be, we are approaching the season when the return movement of currency sets in from the West and South, and this return current will probably set in the sooner, from the circumstance that the western banks are now much better supplied with funds of their own than formerly. As the western banks are less dependent on New York for accommodation, the turn in the tide of currency begins earlier than it used to do, and is the more speedily over.

We might mention further and more obvious elements of strength in the financial situation, but they are sufficiently exhibited in the general ease of money, and in the absence of any extreme sensitiveness such as never fails to exhibit itself on frequent occasions, when the monetary situation is lacking in stability. Such occasions have been furnished of late by the run on several weak savings banks here and in Boston, by the rumor of trouble with Cuba, by the unsettled state of certain European money markets, and by other circumstances, which could not have failed, in a weaker and less stable condition of things, to have precipitated trouble, if not disaster, into our own monetary movements.

If, however, on the whole, the monetary situation is favorable, it depends on Congress to keep it so. The present monetary stability, as we have often demonstrated, is largely dependent on the conviction, which is general throughout the country, that nothing will be done during the present session to disturb the work of reforming the currency and resuming specie payments—to which the commerce and business of the country are now rapidly adjusting their movements.

THE UNITED STATES SUPREME COURT ON THE SURRENDER OF BILLS OF LADING.

As some anxiety has been awakened among our banks in regard to the decision just given by the United States Supreme Court, enforcing the surrender of bills of lading to the acceptors of time-drafts, we have been requested to give some account of this adjudication and of the rights and duty of the banks as affected by it. There is no doubt that the view adopted by the Supreme Court is founded upon a solid basis of reason and law, but from peculiar circumstances connected with the flow of capital towards the west and south, the usages have been varied; and our banks, as well as those of Boston and Philadelphia, have often refused to deliver bills of lading accompanying time-drafts to the acceptors of such drafts until the drafts were actually paid. Their argument was that if the drawer of the bill had attached thereto the bill of lading as a security to the bank to whom he sold the draft, the bank would lose this guarantee, if its New York correspondent were to give up the bill of lading before the drawer had paid for the goods in actual cash. The recent decision declares that the bills of lading must be given up, except there be a special agreement to hold them. Of course the agreement between the parties will be enforced by the courts when any such agreement has been made, but in the absence of any special stipulation empowering the bank or its correspondent to hold bills of lading, and to detach them from time-drafts to which they belong, the Supreme Court of the United States has declared that the acceptor has a right to the bill of lading, which must be given up to him when the draft is presented for his acceptance.

The suit in this case was brought by the Merchants' National Bank of Memphis against the National Bank of Commerce of Boston. The plaintiff had bought several bills of exchange, drawn by cotton brokers residing in Memphis, Tenn., on Green & Travis, merchants residing in Boston. These drafts, with bills of lading attached, were sent to the defendants in Boston with no other instructions than that the bills were sent "for collection." The drawees, Messrs. Green & Travis, had a previous understanding with the drawers that the bills of lading should be given up on acceptance of the drafts to which they belonged. But the plaintiff was not aware of this agreement and bought the drafts in Memphis, expecting to hold the bills of lading as security until the drafts were actually paid. The plaintiff, however, sent no instructions to the defendant to hold the bills of lading. Hence it happened that when Green & Travis claimed these bills of lading, they were at once given up on the acceptance of the drafts. At maturity the money does not seem to have been paid, and the plaintiff sued the defendant for the amount and got judgment in the Court below, where Mr. Justice Shepley ruled that the defendant was liable to the plaintiff, the Bank of Memphis, for having surrendered these bills of lading on acceptance of the time-drafts, and that these drafts ought to have been held even without instructions to hold them.

This decision the U. S. Supreme Court has reversed. Among the reasons for this ruling two are of special importance in a practical point of view. First, the Court argues that a time-draft suggests the inference that the goods referred to in the attached bill of lading are sold on credit, and are to be available for the payment of the acceptance; or else that the goods are consigned to be sold on account of the shipper and are to be remitted for when the draft is paid; or, finally, that the draft is a demand for an advance from the drawee to the drawer.

In all these cases the possession of the goods is obviously a prior condition, which can be claimed and should be performed before acceptance. These points the Court discuss as follows:

But it seems to be a natural inference, indeed a necessary implication, from a time draft, accompanied by a bill of lading, indorsed in blank, that the merchandise (which in this case was cotton) specified in the bill was sold on credit, to be paid for by the accepted draft, or that the draft is a demand for an advance on the shipment, or that the transaction is a consignment to be sold by the drawee on account of the shipper. It is difficult to conceive of any other meaning the instruments can have. If so, in the absence of any express arrangement to the contrary, the acceptor, if a purchaser, is clearly entitled to the possession of the goods on his accepting the bill, and thus giving the vendor a completed contract for payment. This would not be doubted if, instead of an acceptance, he had given a promissory note for the goods, payable at the expiration of the stipulated credit. In such a case it is clear the vendor could not retain possession of the subject of the sale after receiving the note for the price. The idea of a sale on credit is that the vendee is to have the thing sold, on his assumption to pay, and before actual payment The consideration of the sale is the note. But an acceptor of a bill of exchange stands in the same position as the maker of a promissory note. If he has purchased on credit and is denied possession until he shall make payment, the transaction ceases to be what it was intended, and is converted into a cash sale. Everybody understands that a sale on credit entitles the purchaser to immediate possession of the property sold, unless there be a special agreement that it may be retained by the vendor, and such is the well-recognized doctrine of the law. The reason for this is that very often, and with merchants generally, the thing purchased is needed to provide means for the deferred payment of the price; hence, it is justly inferred that the thing is intended to pass at once within the control of the purchaser. It is admitted that a different arrangement may be stipulated for. Even in a credit sale it may be agreed by the parties that the vendor shall retain the subject until the expiration of the credit, as a security for the payment of the sum stipulated; but if so, the agreement is special, something superadded to an ordinary contract of sale on credit, the existence of which is not to be presumed. Therefore, in a case where the drawing of a time draft against a consignment raises the implication that the goods consigned have been sold on credit, the agent to whom the draft to be accepted and the bill of lading to be delivered have been entrusted cannot reasonably be required to know, without instruction, that the transaction is not what it purports to be. He has no right to assume and act on the assumption that the vendee's term of credit must expire before he can have the goods, and that he is bound to accept the draft, thus making himself absolutely responsible for the sum named therein, and relying upon the vendor's engagement to deliver at a future time. This would be treating a sale on credit as a mere executory contract to sell at a subsequent date.

On these grounds, then, the Court held that if the discounter of the bills of exchange in question wished to hold the bills of lading, so as to separate them from the drafts to which they belonged, his right to do so must rest upon a special agreement assented to by all the parties. Similar reasoning was applied to the second claim set up—namely, that the bills of lading were a special security and an additional guarantee, on the faith of which the Bank of Memphis discounted the bills drawn on Green & Travis. On this point, as on the other, the Court decided that the Bank of Memphis should have protected itself by a special stipulation. The question is argued as follows:

It is urged that the bills of lading were contracts collateral to the bills of exchange which the bank discounted, and that when transferred they became a security for the principal obligation, namely, the contract evidenced by the bills of exchange; for the whole contract, and not a part of it, and that the *whole* contract required not only the acceptance, but the payment of the bills. The argument assumes the very thing to be proved, to wit: That the transfer of the bills of lading were made to secure the payment of the drafts. The opposite of this, as we have seen, is to be inferred from the bills of lading and the time drafts drawn against the consignments, unexplained by express stipulations. The bank, when discounting the drafts, was bound to know that the drawers on their acceptance were entitled to the cotton, and, of course, to the evidences of title to it. If so, they knew that the bills of lading could not be a security for the ultimate payment of the drafts. Payment of the drafts by the drawees was no part of the contract when the discounts were made. The bills of exchange were then incomplete. They needed acceptance. They were discounted in the expectation that they would be accepted, and that thus the bank would obtain additional promissors. The whole purpose of the transfers of the bills of lading to the bank may, therefore, well have been satisfied when the additional names were secured by acceptance, and when the drafts thereby became completed bills of exchange. We have already seen that whether the drafts and the accompanying bills of lading evidenced sales on credit, or requests for advancements on the cotton consigned, or bailments to be sold on the consignor's account, the drawees were entitled to the possession of the cotton before they could be required to accept, and that if they had declined to accept because possession was denied to them, concurrently with their acceptance, the effect would have been to discharge the drawers and indorsers of the drafts. The demand of acceptance, coupled with a claim to retain the bills of lading, would have been an insufficient demand. Surely, the purpose of putting the bills of lading into the hands of the bank was to secure the completion of the drafts by obtaining additional names upon them, and not to discharge the drawers and indorsers, leaving the bank only a resort to the cotton pledged.

It is easy to see from these arguments what is the duty of banks to whom drafts are offered for discount, or are sent for collection with bills of lading attached. On acceptance of the drafts these banks are bound to give up the bills of lading, unless there is some agreement to separate the drafts from the bills of lading. Hence it follows that if a bank discounts such a draft before acceptance, and if it wishes to hold the bill of lading until the acceptance is actually paid, two things must be done; first, an agreement must be made with the drawer to that effect, and, secondly, specific instructions must be forwarded to the correspondent, to whom the draft and the bill of lading are sent for collection. Thus in the case before us the Court ruled that the bank of Commerce was not liable to the plaintiff bank of Memphis for a breach of duty in surrendering the bills of lading on acceptance of the drafts, the reason being that the Bank of Commerce had no special instructions to retain the bills of lading until payment of the acceptances. In the absence of such special instructions the bank was fully justified in giving up the bills of lading, and it was the duty of the bank to do so. We observe that several of our city banks have this week been sending circulars to this effect to their Southern and Western correspondents. This is a good way of bringing the facts to the knowledge of the banking community throughout the country, who should make themselves familiar with their rights and duties under the recent decision, without delay.

EXPORTING MANUFACTURES.

Our manufacturing industries have now reached a turning-point in their history. The high pressure under which we have of late years been living, has resulted in a growth beyond the country's needs. Just as railroads were built much faster than they were required, so cotton and woolen spindles have increased, and founderies, etc., been multiplying until, even before the panic, overproduction was the universal complaint. In a word, we have more woolen factories, more cotton factories, more paper factories, more lock factories, and more every kind of factory than any healthy home consumption can keep running on full time.

But the present dull trade and depression in prices is developing the fact that we are almost able successfully to compete in the markets of the world for outside consumption, and thus obtain quicker relief for our languishing industries than waiting for the slow growth in home consumption to overtake our producing power. Cannot our legislators see that all we require is a little statesmanship at Washington. We must be able to produce goods cheaper, and nothing stands in the way of our doing it but an inflated, disorganized currency and the taxes upon articles entering into and thus enhancing the cost of production. We can send cotton goods to England now and sell them at a loss. When our currency is righted and our system of taxation remodeled, we can send them there and sell them at a splendid profit. All this is easily demonstrated by a comparison of prices. A country never had so promising a prospect as our own at

the present day, if we could only be rid of the chains which fetter us.

These thoughts are suggested by the little impulse in the export movement, which, at the present low and unremunerative prices, has been given to some of our manufactures. Much has been said with regard to the shipment of cotton goods to England. Of course this is but a little stream and one that would dry up very quickly, if there was any profit in the sale of the same goods on this side. A slight decrease, however, in the cost of manufacture, would make this incipient export movement not only permanent, but largely increase its volume and variety, infusing new life and growth into almost every industry. As an illustration in quite a different direction, one of the English hardware papers, the *Ironmonger*, some six weeks ago, contained the following passage from an agent of one of the Birmingham firms at Melbourne, Australia: "You will notice that our indent runs more on American ironmongery than formerly. Their goods are far superior to English made, and latterly they have been much cheaper. There is no comparison in the profits they pay us, and they give universal satisfaction. Small wares, books, tools, &c., indeed, all sorts of American-made goods, are now being sold in the market, and when once used, seen, or sold, the user or buyer will never again look at English-made articles of the same class."

Great as the hardship may have been to which our manufacturers of all kinds of goods have been subjected since the panic, there is this satisfaction and consolation, that the greater cheapness at home has thus been the means of stimulating an export trade and showing us what can be done when the present disorganizing influences are removed. May we not then hope that the advantages gained are likely to be permanent. Our shipping facilities to Australia and New Zealand have been greatly extended since the establishment of a monthly line of steamers between San Francisco and those countries, and there is no reason, except the evils of our own making, why our trade with them should not become far more important.

Australia and the Cape will perform an important part at the Centennial next year. They will exhibit their wool and minerals, and in turn a chance will be afforded them to view our goods alongside of those of all Europe. That the comparison drawn will in many respects be to the benefit of American machinists and manufacturers, we have little doubt, and the result can be, if our legislators will only permit it, a renewed impulse to business relations already quite important; for Australia at the present day takes in large and increasing quantities from us, petroleum, agricultural implements, hardware, sewing machines, soap, &c., to which it will be an easy matter to add cotton and woolen fabrics, and leather goods.

PROPOSED NEW SUGAR STANDARD.

According to a dispatch from Washington this week the Treasury Department has prepared a circular, to be sent to the collectors of customs at all the large ports on the Atlantic and Gulf coasts, asking for an expression of views upon the general subject of a change in the mode of classification and grading of sugars. The points suggested to the department are the following: First—That sugars should be graded by polarization. Second—That the Government should adopt the system of refining in bond, as is done in England, Germany, and other countries. Third—Enumerating seven grades of sugar, melado and molasses, each to be assessed differently "ad valorem" and specific.

Polarization is the chemical process by means of which the contents of *saccharine*, i. e. crystallizable matter in sugar or molasses, melado or boiled cane juice is ascertained. The standard for molasses for refining purposes is for instance assumed to be 56 per cent. If a lot of molasses polarizes above the standard, the purchaser pays a proportionately higher price, if less, he deducts that percentage. To buy a lot of molasses merely by the color, body or flavor, was a sort of hap-hazard game. And yet we followed that plan until the beginning of the present sugar season, when the polarization standard was adopted by both the refiner and the merchant. Modern chemical science has induced this change, to the satisfaction of the producer, the importer and the refiner.

Thus gradually polarization is being everywhere adopted as the only true guide of saccharine quality in sugar, and the old Dutch standard, which judged by color only, is now rapidly being abandoned. Nobody has suffered severer losses by the old standard than the Government. According to the assertions of revenue officers, strong and perfectly white sugars have been purposely dyed abroad, both cane and beet root, and by a darker coloring reduced to a comparatively low standard. After these spuriously dyed sugars had been got through the Custom Houses, a process of decolorization was resorted to through steaming, and the importers and manipulators pocketed the profit.

The following are the present sugar duties: On all sugar not above No. 7 Dutch standard, 2 3-16 cents; above No. 7 and not above No. 10, 2¼; above No. 10 and not above No. 13, 2 13-16; above No. 13 and not above No. 16, 3 7-16; above No. 16 and not above No. 20, 4 1-16; all above No. 20 and on refined, 5; and on melado and tank bottoms, 1¼ cents per pound.

From this scale it will be readily perceived to what extent the Government has laid itself open to fraud at the hands of designing parties, and it is about time that energetic measures should be taken for the purpose of remedying an evil which only a scientific search can effectually remove.

The facility of refining in bond is also desirable, as it will do away with the drawback, and a matter of mutual discontent or doubt will thus disappear, and the Government, under all circumstances, derive the revenue from these articles which Congress may determine, without favor or partiality to any branch of industry connected therewith.

Such being the case, we can but applaud the action of the department, and trust that a speedy solution of this important question may be had in the premises.

BRITISH INTERESTS IN THE SUEZ CANAL.

According to an assertion of the London *Times*, cabled to the Associated Press of this city, the British Government has bought from the Khedive of Egypt £4,000,000 worth of shares of the Suez Canal Company, or, say 177,000 out of the 400,000 shares into which the company's capital is divided, subject to Parliamentary approval.

This piece of news shows that England at length appreciates the importance of securing a controlling interest in this work. The wonder has been that she should not sooner have taken this step, for her relations to India, and the Eastern world generally, are such that in certain contingencies it would be quite necessary no other power should have that control. Besides, her use of the canal now is much in excess of any other nation. Out of the 5,236 vessels which made the transit from December 1, 1869, to April 1, 1875, 3,602 were British, and out of the 206,369 soldiers forwarded 81,102 were British, while Turkey forwarded 74,738 France 30,213, and Holland 12,371. In times of peace any power friendly to Turkey and Egypt is at liberty to avail itself of the canal for the purpose of forwarding troops and shortening the passage of men-of-war to the East. But the whole aspect would change in case of political complications between the treaty powers. When the canal was first planned, Lord Palmerston opposed the project strenuously, but Napoleon III., with the engineering skill of Lesseps at his back and unlimited means at his disposal, pushed the matter to a successful issue. His position at the time was so strong, that the English withdrew all diplomatic action inimical to the project.

Since then the canal has proved a commercial and financial success. During the first month of its operation but 10 vessels passed through, while during the first quarter of 1875 the number reached 455. The progression has been most striking, the number of vessels in 1870 being 486; in 1871, 763; in 1872, 1,082; in 1873, 1,173; in 1874, 1,264.

In 1870 the net tonnage amounted to 436,609, producing to the company 5,048,944 francs; in 1874 it reached 1,631,640 tons, producing 24,748,900 francs. The dividend paid to shareholders at present slightly exceeds 5 per cent annually. Two years ago the

shares stood less than 60 per cent of the capital paid in, while they now command a premium of 30 to 40 per cent.

Ignored as England's Eastern policy seems to have been by the three Emperors, since the struggle between Turkey and her rebellious subjects, she now takes a position which will probably secure her the control of the Isthmus of Suez. The reception which the Prince of Wales had in Egypt, on his way to Bombay, sufficiently proved that the Khedive in the coming difficulties leans emphatically on Great Britain. To have the financial control of the canal, backed by all the naval power of England, would, in the event of serious complications, be tantamount to actual possession, and, whether they liked it or not, the three Emperors would have to shape their future plans of the pacification of Turkey accordingly.

A fact of still more immediate interest in the same connection is the rebellion existing in the Malay peninsula, the importance of which would be greatly increased, if the revolt spread into a more general rising in India proper. Great Britain can at no time be practically hampered in the use of the canal, even were Russia involved in these troubles.

FINANCIAL REVIEW OF NOVEMBER.

There were several important events in the month of November, which are worthy of special notice as carrying more than a temporary interest in the financial markets. The Secretary of the Treasury called in $27,785,000 more of the United States Five-Twenty bonds, of which $5,000,000 were for account of the sinking fund. This call exhausts the whole $500,000,000 of 5 per cent bonds authorized, and closes very successfully the negotiation of those bonds at par in gold, while they have been growing in favor both in the home and London markets.

The general elections early in November were also attended with unusual interest, as the financial question has never been so conspicuously involved, and the result was generally regarded as a decided, even if not a conclusive, declaration in favor of a steady and gradual return to specie payment.

Just at the close of the month came the decision of the U. S. Supreme Court on the Union Pacific Railroad case, which being the unanimous conclusion of the Judges and a strong declaration in favor of the company, had a marked effect in financial circles, as it involved questions which bear directly upon all the Pacific railroads in whose behalf subsidy bonds have been issued by the Government. A list of those roads, and the amount of bonds issued to each, as well as the amount of interest paid by the United States, will be found on another column.

Money was easy throughout the month, and what the Bank reserves lost in legal tenders was made up by a gain in specie. Government bonds advanced both here and in London, and at times there was quite an active business, a part of which was on speculative account.

CLOSING PRICES OF GOVERNMENT SECURITIES IN NOVEMBER, 1875.

				Coupon bonds.							
Nov.	5s '81 fund. coup.	6s'81 reg.	6s'81 coup.	5-20s 1864.	5-20s 1865.	5-20s 1865. new.	5-20s 1867.	5-20s 1868.	10-40s reg.	10-40s coup.	6s cur.
1	....	....	....	....	....	....	....	....	....	....	....
2	Election Holiday										
3	....	....	....	....	....	....	120¾	121½	116½	117¾	123½
4	116½	....	....	....	....	119	121	121¾	116¾	....	....
5	115¾	121	122¾	....	116¾	119¾	121½	....	116¾	....	....
6	116	121	....	....	....	....	121	....	....	....	....
7	S										
8	116	121	123¾	....	....	119¾	....	....	115¾	117¾	....
9	115¾	....	122¾	....	....	118¾	120¾	....	115¾	....	....
10	115¾	121	122¾	114½	....	....	120¾	120¾	115¾	....	....
11	115¾	120¾	122¾	....	115¾	118¾	120½	121¾	....	....	....
12	115¾	121¾	....	114½	....	119¾	121¾	....	....	....	124
13	....	121¾	....	....	....	....	121¾	121½	....	117¾	123¾
14	S										
15	....	121¾	122¾	....	....	119¾	121¾	....	....	....	....
16	116½	....	....	....	116¾	119¾	121¾	121¾	....	....	....
17	116½	121¾	122¾	..	....	119½	121¾	....	116¾	....	124¾
18	....	121¾	123½	....	....	....	122¾	....	116¾	117½	....
19	117¼	....	....	....	116¾	120¾	122¾	123¾	....	....	....
20	S										
21	....	....	123¾	....	116	120¾	122¾	....	116¾	....	125
22	....	....	....	....	....	....	....	....	....	....	....
23	117¾	122¾	....	....	116¾	....	122½	123¾	..	..	....
24	116¾	....	....	....	116¾	120¾	122¾	....	....	....	125¾
25	Thanksgiving Holiday										
26	....	122¾	123½	....	116¾	....	....	....	....	....	125¾
27	....	....	....	....	....	120¾	....	....	117	....	....
28	S										
29	117¾	....	....	....	116¾	120¾	122¾	123¾	....	....	....
30	117¾	....	124	....	....	....	122¾	....	....	....	....
Opening	116¾	121	122¾	114¾	116¾	119	120¾	121½	116¼	117¾	123¾
Highest	117¼	123½	124	114¾	116½	120¾	122¾	123¾	117	117¾	125¾
Lowest	115¾	120¾	122¾	114½	115¾	118¾	120¾	120¾	115¾	117¼	123½
Closing	117¾	123½	124	114½	116¾	120¾	122¾	122¾	117	117¾	125¾

The market for speculative stocks was generally depressed in the latter part of October, but became more animated and buoyant at the close of that month and the opening of November. Stocks subsequently ruled comparatively steady without extreme fluctuations, except in Michigan Central, which fell off sharply just at the close, and on the 30th touched 57. This decline was on rumors, not afterwards confirmed, derogatory to the financial standing of the company. The Union Pacific Railroad decision made public on the 20th sent that stock up to 82¾.

The following table will show the opening, highest, lowest and closing prices of railway and miscellaneous stocks at the New York Stock Exchange during the months of Oct. and Nov.:

RANGE OF STOCKS IN OCTOBER AND NOVEMBER.

	October.				November.			
Railroad Stocks.	Open.	High.	Low.	Clos.	Open.	High.	Low.	Clos.
Albany & Susquehanna	101	103	101	103	103	104	103	104
Atlantic & Pacific pref..	9	9¼	4	4¾	4¾	5¾	4¼	4¾
Central of New Jersey..	108	108	99¾	106¾	106	106	104	105
Central Pacific.....	100	100	100	100	....	....	....	....
Chicago & Alton.....	98	93	91	96	95¾	98	95	97¾
do pref....	103¾	104	103	103¾	105	105	105	105
Chicago, Burl. & Quincy	111¾	112	110¾	111¾	111¾	113	111¾	113
Chicago, Mil. & St. Paul	34¾	35¾	29¾	34	34	37¾	34	35¾
do do pref.	63¾	63¾	58¼	62¾	62¾	67¼	62¾	65¾
do & Northwest'n	39¾	40	33¾	37	37¼	39¾	36¾	38¼
do do pref.	53¾	54¼	46	50¾	51	55	51	53¾
do & Rock Island.	108¼	108¼	101¾	103¾	103¼	106	103¼	105¾
Cleve., Col., Cin. & Ind..	50¾	52¾	47¾	51¾	53¾	60	53¾	57
Cleve. & Pittsburg guar.	91	91¾	88¾	90	90¾	90¾	88¾	89¼
Columb., Chic. & Ind. C.	3¾	5¾	3¾	4¾	4¾	5¾	4¾	4¾
Del., Lack. & Western..	120	120	115	118¾	118¾	120	117¾	119¾
Dubuque & Sioux City..	63	63¾	62	63¾	65	66	64	66
Erie.....	16¾	18¾	14¾	18¾	18¾	18¾	14¾	16
do preferred.....	35	36	35	35	....	....	....	....
Hannibal & St. Joseph..	19¾	21¼	15¾	19¼	20	24¾	19¼	22
do pref.	22¾	24	20¾	21¾	23¼	33¾	22	29¾
Harlem	129½	132	129½	131¾	133	133	132¾	133
do pref.....	131¾	131½	131½	131¾	....	....	....	....
Illinois Central.....	97¾	98	88¾	93¾	93	95¾	90¾	94¾
Kansas Pacific	10¾	11	10¼	10¾	11	19¾	10	17¾
Lake Sho. & Mich.South	54¾	62¾	51¾	62	62	62¾	59¾	60¾
Marietta & Cin. 1st pref.	10	10	9¾	9¾	....	....	....	....
Michigan Central.....	57	63	53¾	62¾	62½	67¾	57	59
Mo. Kansas & Texas....	6	6	6	6	6¼	8¾	6	8
Morris & Essex.....	104	104	102¼	103¼	103¼	103¾	103¼	103¾
New Jersey.....	131½	132¼	131½	132¼	132¾	133	132¾	133
New Jersey Southern...	2	2¼	2	2¼	1	2	1	1¼
N. Y. Cen. & H. R.....	102¾	105	101¾	104¾	104¼	106¼	104	105¾
do N.Haven & Hart.	144	145	143¼	143¾	144	146¾	144	146¾
Ohio & Mississippi.....	17¾	17¾	15	16¾	16¾	19¾	16¼	17¾
do pref.	32	32	31	31¾	33	40	31¾	39
Pacific of Missouri.....	38¾	38¾	7¾	10¾	10¾	15¾	9¾	13¼
Panama.....	132	136	130	134	135	136	125	129
Pitts., F. W. & Chi.guar	97¾	99	97¾	97¾	97¼	98¾	96¾	99¾
Rome & Watertown....	50	50	50	50	....	....	....	....
Rensselaer & Saratoga..	115	115	115	115	114¾	114¾	114¾	114¾
St L., Alton & T. H....	5	5	5	5	5	5¾	5	5
do pref.	22	22	20¾	20¾	24	24	21	21¼
St. L., Iron Mt. & South.	16	17	13	14	14	18	14	16
St. Louis, Kan. C. & N..	5	5¾	5	5¾	5	6¾	5	6¾
do do pref.	27	30	24½	27	27	27	26	26
Terre Haute & Indianap.	....	....	....	....	124¾	124¾	124¾	124¾
Toledo Peoria & Warsaw	2¾	2¾	2¾	2¾	....	....	....	....
Tol., Wab. & Western..	6¾	6¾	5¾	6	6	6¾	5¾	5¾
do pref	6¾	6¾	6¾	6¾	....	....	....	....
Union Pacific.....	69¾	69¾	61¾	65¾	66	83¾	62¾	81¾
Warren..	....	....	....	....	100	100	100	100
Miscellaneous.								
Pacific Mail.....	37¼	42	34¾	40¾	40¾	43¾	37¾	41¾
American District Tel..	....	....	....	....	20	20	20	20
Atlantic & Pacific Tel...	20	20	17½	19¾	19¾	19¾	18¼	18¼
Western Union Tel.....	76¼	78	73¾	75	76	77	75	75¾
American Coal	47	47	47	47	48	48	47¼	48
Consolidation Coal.....	45¾	47	45	47	48	48	47	47
Maryland Coal.....	16¼	16¼	16¼	16¼	16¾	18	16¾	18
Pennsylvania Coal.....	....	....	....	....	277½	277½	277½	277½
Spring Mountain Coal..	....	....	....	....	65½	66	64	66
Canton.....	46¾	46¾	36	38	38	40	36	40
M'p'sa L & M., ass't paid	10¾	10¾	8¼	8½	8	8	7	7
do do pref. do	11	11	9¾	9¾	7¾	7¾	7¾	7¾
Quicksilver.....	15¾	19	15¾	18	17¾	18	17	17
do pref	20	24¼	20	22¾	23	23¾	22¾	23
Adams Express.....	101¼	101¾	99¾	101¾	102	103	101	102
American Express.....	58	58¾	55¾	57¾	57¾	61	57¾	60
United States Express..	43¾	45	43¾	45	45¾	55	44¾	55
Wells, Fargo Express...	78¼	79¾	78¼	78¼	78¾	82	78¾	81¾
Del. & Hud. Canal.....	120¾	120¾	119¾	120	121	124	120¾	123¾
U. S. Trust Co.....	300	315	300	315	315	315	315	315
New York Gas	148	148	148	148	....	....	....	....
Producers' L. & Pet. Co.	....	....	....	....	90½	94¾	90¾	94¾

Gold declined shortly after the opening of the month and ruled most of the time at 114 to 115. Some strength was imparted late in the month by rumors of war with Spain, which were, so far as known, quite groundless. On gold loans rates were easy.

COURSE OF GOLD IN NOVEMBER, 1875.

Date.	Opening.	Lowest.	Highest.	Closing.	Date.	Opening.	Lowest.	Highest.	Closing.
Monday..... 1	116¾	115¾	116¾	116	Wednesday...24	114¾	114¾	114¾	114¾
Tuesday..... 2	....	Holl	day.	....	Thursday....25	....	Holi	day.	....
Wednesday. 3	115¾	115	115¾	115¾	Friday..... 26	114¾	114¾	114¾	114¾
Thursday.... 4	114¾	114¾	115¾	115¾	Saturday.....27	114¾	114¾	114¾	114¾
Friday..... 5	115¾	115¼	115¾	115¾	Sunday.....28	....	....	....	....
Saturday.... 6	115	114¾	115¾	115¾	Monday.....29	114¾	114¾	114¾	114¾
Sunday..... 7	....	....	....	....	Tuesday.....30	114¾	114¾	115¼	115¾
Monday..... 8	115¾	114¾	115¾	114¾					
Tuesday..... 9	114¾	114¾	115	114¾	Nov., 1875....	116¾	114¾	116¾	115¾
Wednesday..10	114¾	114¾	114¾	114¾	" 1874....	110¾	110	112¾	112¾
Thursday....11	114¾	114¾	114¾	114¾	" 1873....	108¾	106¾	110¾	109
Friday..... 12	114¾	114¾	114¾	114¾	" 1872....	113¾	111¾	114¾	113¾
Saturday.... 13	114¾	114¾	114¾	114¾	" 1871....	112¾	110¾	113¾	110¾
Sunday..... 14	....	....	....	....	" 1870....	111¾	110	113¾	110¾
Monday..... 15	114¾	114¾	114¾	114¾	" 1869....	138¾	121¾	138¾	132¾
Tuesday..... 16	114¾	114¾	114¾	114¾	" 1868....	133¾	132	137	135¾
Wednesday...17	114¾	114¾	114¾	114¾	" 1867....	140¾	137¾	141¼	138
Thursday....18	114¾	114¾	114¾	114¾	" 1866....	146¾	138¾	148¾	141¾
Friday..... 19	114¾	114¾	115	114¾	" 1865....	145¾	145¾	148¾	147¾
Saturday.....20	114¾	114¾	114¾	114¾	" 1864....	238¾	210	260	230
Sunday..... 21	....	....	....	....	" 1863....	146	148	154	148¾
Monday..... 22	114¾	114¾	114¾	114¾	" 1862....	129¾	129	133¾	129
Tuesday..... 23	114¾	114¾	114¾	114¾	S'ce Jan. 1, 1875	112¾	111¾	117¾	115¼

CLOSING PRICES OF CONSOLS AND U. S. SECURITIES AT LONDON IN NOVEMBER.

Date.	Consols for money.	U. S. 5-20, '65 o.	5-20, 1867.	10-40	Date.	Consols for money.	U. S. 5-20, '65 o.	5-20, 1867.	10-40
Monday....	1	.....	Holl day.	.....	Saturday...20	94 15-16	103⅝	108⅞	104⅞
Tuesday...	2	94 9-16	103⅝	108⅞	104⅝	Sunday....21	.....	.....	.....	.....
Wednesd'y	3	94 5-16	103⅝	108⅞	104⅝	Monday....22	95	103⅝	109	104⅝
Thursday..	4	94 5-16	103⅝	108⅞	104⅝	Tuesday. 23	95 3-16	103⅛	109	104⅝
Friday....	5	94 1-16	103⅝	108⅞	104⅝	Wednesd'y 24	95 9-16	103⅜	109⅛	105⅛
Saturday..	6	93 15-16	103⅝	108	104⅜	Thursday..25	95 3-16	103⅜	109⅛	105⅛
Sunday....	7	.....	.....	.....	.....	Friday.....26	94⅞	103⅜	109⅛	105⅛
Monday....	8	94 3-16	103⅛	108	104⅛	Saturday...27	95 3-16	103⅜	109⅛	105⅛
Tuesday...	9	94 1-16	103⅛	108⅛	104⅛	Sunday....28	.....	.....	.....	.....
Wednesd'y	10	94 3-16	103⅛	108⅛	104⅛	Monday....29	95 7-16	103⅜	109⅛	105⅛
Thursday..	11	94 1-16	103⅛	108⅛	104⅛	Tuesday...30	95 3-16	103⅜	109⅛	105⅛
Friday....	12	94 3-16	103⅛	108⅛	104⅛					
Saturday...	13	94 3-16	103⅛	108⅛	104⅛	Opening.....	94 9-16	103⅝	108⅛	104⅛
Sunday....	14	.....	.....	.....	.....	Highest.....	95 9-16	103⅞	109⅛	105⅛
Monday....	15	94 9-16	103⅛	108⅛	104⅛	Lowest.....	93 15-16	103⅛	108	104⅛
Tuesday...	16	94 11-16	103⅛	108⅛	104⅛	Closing.....	95 3-16	103⅜	109⅛	105⅛
Wednesd'y	17	94 15-16	103⅜	108⅛	104⅛	High. { Since	95⅜	103⅜	109⅛	107
Thursday..	18	94 15-16	103⅜	108⅛	104⅛	Low. { Jan. 1	91⅛	103⅛	106⅛	103⅛
Friday.....	19	94 15-16	103⅜	108⅛	104⅛					

Foreign exchange was comparatively steady and without any feature of special moment.

STERLING EXCHANGE FOR NOVEMBER, 1875.

	60 days.	3 days.		60 days.	3 days.
Nov	1..4.78⅛@4.79	4.83⅛@4.84	Nov.	17..4.84 @4.84⅛	4.88 @4.88⅛
"	2....Election Holiday.....		"	18..4.84 @4.84⅛	4.87⅛@4.88
"	3..4.80⅛@4.81	4.85⅛@4.86	"	19..4.84 @4.84⅛	4.87⅛@4.88
"	4..4.80⅛@4.81	4.85⅛@4.86	"	20..4.84 @4.84⅛	4.87⅛@4.88
"	5..4.79⅛@4.80	4.85⅛@4.86	"	21.....S.....	
"	6..4.79⅛@4.80	4.85⅛@4.86	"	22..4.83⅛@4.84	4.87 @4.87⅛
"	7.....S.....		"	23..4.83⅛@4.84⅛	4.87⅛@4.88
"	8..4.80 @4.80⅛	4.86 @4.86⅛	"	24..4.83⅛@4.84⅛	4.87⅛@4.88
"	9..4.81⅛@4.82	4.87 @4.87⅛	"	25...Thanksgiving Day.....	
"	10..4.81 @4.81⅛	4.86⅛@4.87	"	26..4.83⅛@4.84⅛	4.87⅛@4.88
"	11..4.82⅛@4.83	4.87⅛@4.88	"	27..4.83⅛@4.84⅛	4.87⅛@4.88
"	12..4.82⅛@4.83	4.87⅛@4.88	"	28.....S.....	
"	13..4.82⅛@4.83	4.87⅛@4.88	"	29..4.84 @4.84⅛	4.87⅛@4.88
"	14.....S.....		"	30..4.83 @4.83⅛	4.86⅛@4.87
"	15..4.83⅛@4.84	4.87⅛@4.88			
"	16..4.83⅛@4.84	4.87⅛@4.88	Range.	4.78⅛@4.84⅛	4.83⅛@4.88⅛

UNITED STATES IMPORTS AND EXPORTS FOR OCTOBER.

We are able, through the Chief of the Bureau of Statistics, to give our readers the leading details of the trade of the country for the month of October, and a summary since January 1st. The statement is as follows:

IMPORTS AND EXPORTS OF MERCHANDISE INTO AND FROM THE SEVERAL PORTS OF THE UNITED STATES, DURING THE MONTH ENDED OCTOBER 31, 1875.

Customs Districts.	Imports	Exports. Dom'tic	Exports. For'n	Customs Districts.	Imports.	Exports. Domestic	Exports. For'n.
	$	$	$		$	$	$
Alaska, A.T.	...	...	....	Mobile, Ala...	82,597	853,618	....
Al'rnie, NC.			....	Montana, &c.	674	....	....
Al'xdria, Va.	3,202	7,199	....	Nantucket, Ms	....	...	....
An'polis, Md	...	....	....	Natchez, Miss	....	...	....
Ap'chcola, F	....	...	....	Newark, NJ..	224	....	....
Aroost'k, Me	5,320	....	....	N Bedford, Ms	....	4,960	....
Baltimore..	1,643,157	2,106,286	6,716	Nburyport, Ms	594	....	....
Bangor, Me.	26	55,656	....	Nw Haven, Ct	31,813	*	....
B'stable, M's	....	....	....	N London, Ct	1,888	3,378	....
Bath, Me. ..	1,059	20,205	....	N Orleans, La	1,132,350	5,714,766	4,168
Bea fort, NC	....	....	....	Newport, R.I.	....	3,818	....
Beaufort, SC	...	8,428	....	New York, NY	20,683,008	22,514,131	700,430
Belfast, Me.	....	840	....	Niagara, N.Y.	295,757	62,717	6,581
Boston, Ms..	2,908,304	2,832,325	†	Norfolk, Va..	1,868	328,731	....
Brazos, Tex	....	....	....	Oregon, Or...	....	318,930	....
Bridget'nN J	....	....	....	O'gatchie, NY	91,291	49,503	....
Br'l&W'n RI	....	....	....	Oswego, NY..	1,606,308	155,337	....
Brunsw'k Ga		58,700	....	Pamlico, NC..		1,669	....
Buff Crk, NY	448,179	332,295	3,5.8	P del Norte, T	23,242	....	....
Burl ton, NJ	....	....	....	P'quoddy, Me	65,166	111,039	15
C Vinc't, N	14,426	58,359	....	P. River, Miss	....	47,310	...
Castine, Me.	....	....	....	Pensacola, F..	409	69,266	....
Chmpl'n, NY	233,387	117,337	....	P Amboy, NJ.	....	....	....
Charl'st'n, SC	18,580	1,974,828	....	Petersburg, Va		....	....
Ch'stone, Va	....	....	....	Philadelphia..	1,450,456	2,421,975	....
Chicago, Ill.	162,129	250,415	....	Plymouth, Ms	....	....	....
Corpus Chris			....	Portland, Me..	70,910	147,324	44,304
Cuyahoga, O	181,755	99,307	....	Po'mouth, NH	2,215	....	....
Delaware, D	....	....	....	Providence, RI	2,213	....	....
De roit, M'h	211,019	370,373	1,779	Pt. Sound, WT	2,182	45,215	....
Du Luth, Mn	488	3,196	...	Richmond, Va	83,662	55,370	....
Dunkirk, NY	....	....	....	Saco, Me....	....	....	....
East Dist, Md	....	....	....	S. Harbor, NY	....	....	....
Edgart'n, Ms	....	....	396	Salem, Mass..	1,740	7,562	....
Erie, Pa....	182,896	15,065	....	Saluria, Tex..	11,598	31,300	440
Fairfield, Ct	925	....	....	San Diego, Cal	3,167	....	....
F. Riv, Mass	....	....	....	Sandusky, O.	1,877	8,257	....
Fernandina.	....	16,720	....	S Francisco, C	3,545,077	3,090,593	54,210
F. Bay, Me.	....	....	....	Savannah, Ga	14,926	3,090,663	....
Galvest'n, T	101,083	1,193,963	58,254	S. Oregon, Or	....	....	....
Genesee, NY	42,151	101,030	2,255	St Aug'tine, F	....	....	....
George'n, DC	229	....	...	St John s, F..	492	2,480	....
George'n, S C	....	4,564	....	St Mark's, F.	....	....	....
Glou'ter, Ms	25,160	....	200	St Mary's, Ga	....	6,500	....
Gt E Har, NJ	....	....	....	Stonington Ct	....	....	....
Huron, Mich	236,376	337,650	†	Superior Mich	....	....	....
Knbunk, Me	....	....	....	Tap'nock, Va	....	....	....
Key West, F	72,513	61,104	172	Teche, La ..	....	....	....
L E Har, NJ	....	....	....	Vermont, Vt.	428,483	36,439	....
Machias, Me	24	9,918	120	Vicksb'g Miss	....	*	....
Mar'head, M	1,082	*	....	Wal'boro, Me	113	9,600	....
Miami, Ohio	105,324	64,500	....	William't'n, O.	8,853	196,514	66
Mic'gan, Mh	127	....	....	Wilm'ton, NC	7,216	132,427	....
M'town, Ct.	....	....	....	Wiscasset, Me	....	57,602	....
Milwauk, W	18,877	396,950	....	York, Me....	....	....	....
Min'sots, M.	269,750	190,041	....	Yorktown, Va	....	....	....

† Boston foreign exports, $154,597. Huron foreign exports, $142,278. * Not reported.

The following are the totals for the month of October:

Imports..$36,543,464 | Domestic exports.$50,274,508 | Foreign exp'ts.$1,180,569

Not reported—Alaska, Brazos, Corpus Christi, Superior.

The total amount for the month and for the ten months this year and last year are stated as follows:

Merchandise.	Total Imports.	Domestic Exports.	Foreign Exports.
Month ended Oct. 31, 1875.....	$36,543,464	$50,274,508	$1,180,569
" " 1874.....	45,291,355	47,312,898	1,418,337
10 months ended Oct. 31, 1875.....	434,858,370	442,708,338	10,888,270
" " 1874.....	487,530,695	490,347,759	13,313,399

Specie and Bullion.	Total Imports.	Domestic Exports.	Foreign Exports.
Month ended Oct. 31, 1875.....	$2,556,039	$3,130,780	$536,617
" " 1874.....	1,210,084	2,504,356	317,716
10 months ended Oct. 30, 1875.....	18,967,927	55,167,497	7,967,305
" " 1874.....	12,089,274	48,795,490	5,636,569

These are the gross figures. But to make a comparison between the imports and exports it is necessary to reduce the domestic exports to specie value. This has been done by the Bureau, and by substituting those figures the statement would be as follows:

	1875.		1874.	
Ten Months.	Exports.	Imports.	Exports.	Imports.
Merchandise..	$.....	$434,858,370	$.....	$487,530,695
Domestic...	387,780,876	.....	450,333,293	.....
Foreign....	10,888,870	.....	13,313,399	.....
Specie.....	73,134,602	18,967,927	54,482,052	12,089,274
Total.....	$471,804,348	$453,826,197	$518,128,744	$499,569,969

In the total values of imports and exports, the decrease from last year (including specie in both cases) is about ninety million dollars.

THE DEBT STATEMENT FOR NOVEMBER, 1875.

The following is the official statement of the public debt as appears from the books and Treasurer's returns at the close of business on the last day of November, 1875:

Debt bearing Interest in Coin.

Character of Issue.	Auth'rizing Act.	When Payable	Interest Periods.	Size.	Bonds Outstanding. Registered.	Coupon.
5s of 1858.....	June 14, '58	1874	J. & J.	a	$260,000	$.....
6s of 1881.....	Feb. 8, '61	1880	J. & J.	b	13,794,000	4,621,000
6s, Oregon War.....	March 2, '61	1-81	J. & J.	c	.....	945,000
6s of 1881.....	July & A., '61	1881	J. & J.	d	125,900,350	68,421,000
6s of 1881.....	March 3, '63	1881	J. & J.	d	53,683,300	21,316,700
5s, 10-40's.....	March 3, '64	1904	M. & S.*	d	141,642,350	52,924,000
6s, 5-20s of 1864.....	June 30, '64	1884	M. & N.	d	2 ,601,050	26,287,050
6s, 5-20s of 1865.....	March 3, '65	1885	M. & N.	d	33,851,850	118,642,400
6s, 5-20s of 1865, new.	March 3, '65	1885	J. & J.	d	59,323,500	143,339,0 .0
6s, 5-20s of 1867.....	March 3, '65	1887	J. & J.	d	89,096,800	221,545,2 0
6s, 5-20s of 1868.	March 3, '65	1888	J. & J.	d	14,630,500	22,843,3 0
5s, Funded Loan, 1881	July 14, '70	1881	Q.—F.	d	216,102,050	249,456,400
Aggregate of debt bearing interest in coin.....					$768,928,7 0	$935,322,600

The sizes or denominations of each issue of bonds are as follows: (*a*) Coupon $1,000, registered $5,000. (*b*) coupon $1,000, registered $1,000, $5,000. $10,000. (*c*) $50, $100 and $500. (*d*) coupon, $50, $100, $500 and $1,000, registered, same and also $5,000 and $10,000.

* Coupons of $50 and $100 bonds are paid annually in March.

On the above issues of bonds there is a total of $7,990,121 of interest overdue and not yet called for. The total current accrued interest to date is $26,235,479.

Debt Bearing Interest in Lawful Money.

	Principal.	Interest
3s, Navy pension, Act July 23, '68, Int. appl'd only to pens'ns	$14,000,000	$175,000

Debt on Which Interest Has Ceased Since Maturity.

There is a total amount of overdue debt yet outstanding, which has never been presented for payment, of $32,490,870 principal and $539,377 interest. Of this amount $17,033,100 is on the "called" five-twenties of 1862.

Debt Bearing no Interest.

Character of Issue.	Authorizing Acts.	Outstand'g.
Old demand notes.....	July 17, 1861, and Feb. 12, 1862.....	$60,707
U. S. legal-tender notes..	Feb. 25 and July 11, '61, and Mar. 3, 1863	372,471,772
Certificates of deposit....	June 8, 1872	42,610,000
Fractional currency.....	July 17, 1862, Mar. 3, 1863 & June 30, 1864	43,356,105
Certifs. for gold deposited	Mar. 3, '63 (in $20, 50, 100, 500, 1,000, 5,000)	19,796,500
Aggregate of debt bearing no interest.....		$477,304,084

Recapitulation.

	Amount Outstanding.	Interest.
DEBT BEARING INTEREST IN COIN—		
Bonds at 6 per cent.....	$1,033,866,550	
Bonds at 5 per cent.....	660,384,750	
Total debt bearing interest in coin.....	$1,694,251,300	$34,235,903
DEBT BEARING INTEREST IN LAWFUL MONEY—		
Navy pension fund at 3 per cent	14,000,000	175,000
DEBT ON WHICH INT. HAS CEASED SINCE MATURITY.	32,430,570	529,377
DEBT BEARING NO INTEREST—		
Old demand and legal tender notes.....	$372,541,479	
Certificates of deposit.	42,610,000	
Fractional currency	42,356,105	
Certificates of gold deposited.....	19,796,500	
Total debt bearing no interest.....	$477,304,084	.....
Unclaimed Interest.....	.....	30,234
Total.....	$2,207,986,254	$34,960,514
Total debt principal and interest, to date, including interest due not presented for payment.....		2,242,946,771
AMOUNT IN THE TREASURY—		
Coin.....		70,404,873
Currency.....		12,014,962
Special deposit held for redemption of certificates of deposit as provided by law.....		42,610,000
Total.....		$125,029,835
Debt, less amount in the Treasury, Dec. 1, 1875.....		2,117,917,131
Debt, less amount in the Treasury, Nov. 1, 1875.....		2,118,397,211
Decrease of debt during the past month.....		$480,079
Decrease of debt since June 30, 1875.....		10,771,391

Bonds Issued to the Pacific Railroad Companies, Interest Payable in Lawful Money.

Character of Issue.	Amount Outstand'g.	Interest paid by United St's	Interest repaid by tr'nsp't'n.	Balance of Int. paid by U. S.
Central Pacific.....	$25,885,120	$11,097,697	$1,191,765	$9,835,931
Kansas Pacific.....	6,303,000	3,103,893	1,440,664	1,662,228
Union Pacific.....	27,236,512	11,894,324	3,879,484	8,004,840
Central Branch, Union Pacific..	1,600,000	781,808	44,408	737,400
Western Pacific.....	1,170,560	732,380	9,367	713,013
Sioux City and Pacific.....	1,698,320	682,708	10,163	672,540
Total.....	$64,633,512	$28,202,807	$6,575,854	$21,626,953

The Pacific Railroad bonds are all issued under the acts of July 1, 1862, and July 2, 1864; they are registered bonds in the denominations of $1,000, $5,000 and $10,000; bear 6 per cent interest in currency, payable January 1 and July 1, and mature 30 years from their date.

Latest Monetary and Commercial English News

English Market Reports—Per Cable.

The daily closing quotations in the markets of London and Liverpool for the past week have been reported by cable, as shown in the following summary:

London Money and Stock Market.—The bullion in the Ban of England has increased £116,000 during the week.

	Sat	Mon.	Tues.	Wed.	Thur.	Fri.
Consols for money	95 3-16	95 7-16	95 3-16	x95 9-16	93 5-16	94 3-16
" account	95¼	95 7-16	x93 13-16	93 11-16	93 7-16	94¼
U. S. 6s (5-20s,) 1865, old	103½	103½	103¾	103¾	103¾	103¾
" " 1867	109½	109½	109½	109¾	109¾	109¾
U. S. 10-40s	105½	105½	105½	105½	105½	105½
New 5s	104½	104½	101½	104¾	104½	104¾

The quotations for United States new fives at Frankfort were:

U. S. new fives	99⅝

Liverpool Cotton Market.—See special report of cotton.

Liverpool Breadstuffs Market.—

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (Western) ₱ bbl	24 6	24 6	24 6	24 6	24 6	24 6
Wheat (Red W'n. spr.) ₱ ctl	9 4	9 4	9 4	9 4	9 4	9 4
" (Red Winter) "	10 0	10 0	10 0	10 0	10 0	10 0
" (Cal. White club) "	11 2	11 2	11 2	11 2	11 2	11 2
Corn (W. mixed) ₱ quarter	32 9	32 9	32 6	32 6	32 6	32 3
Peas (Canadian) ₱ quarter	41 0	41 0	41 0	41 0	41 0	41 0

Liverpool Provisions Market.—

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Beef (mess) new ₱ tce	92 6	92 6	92 6	92 6	92 6	92 6
Pork (mess) new ₱ bbl	97 6	97 6	97 6	97 6	97 6	95 0
Bacon (l.cl. mid.) new ₱ cwt	57 6	57 6	57 6	57 0	57 0	56 0
Lard (American) "	57 9	57 9	57 6	57 6	57 6	57 6
Cheese (Amer'n fine) "	54 0	54 0	54 0	54 0	54 0	54 0

Liverpool Produce Market.—

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Rosin (common) ₱ cwt.	5 3	5 3	5 3	5 3	5 3	5 3
" (pale) "	16 0	16 0	16 0	16 0	16 0	16 0
Petroleum (refined) ₱ gal	10¾	10¾	10¾	10¾	10¾	10¾
" (spirits) "	9	9	9	9	9	9
Tallow (American) ₱ cwt.	46 6	46 6	46 6	46 6	46 6	46 6
Cloverseed (Am. red) "	50 0	50 0	50 0	50 0	50 0	50 0
Spirits turpentine "	25 6	25 6	25 0	25 0	25 0	25 0

London Produce and Oil Markets.—

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Lins'd c'ke (obl.) ₱ ton	10 10 0	10 10 0	10 10 0	10 10 0	10 10 0	10 16 0
Linseed (Calcutta)	51 0	51 0	51 0	51 0	51 0	51 0
Sugar (No. 12 D'ch std) on spot, ₱ cwt.	22 3	22 3	22 3	22 3	22 3	22 3
Sperm oil ₱ tun	95 0 0	95 0 0	95 0 0	95 0 0	95 0 0	95 0 0
Whale oil "	34 0 0	34 0 0	34 0 0	34 0 0	34 0 0	34 0 0
Linseed oil ₱ cwt.	25 6	25 3	25 6	25 3	25 3	25 3

Commercial and Miscellaneous News.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports this week show a decrease both in dry goods and general merchandise. The total imports amount to $2,983,749 this week, against $4,718,735 last week, and $4,135,565 the previous week. The exports are $5,549,352 this week, against $5,519,647 last week and $4,832,890 the previous week. The exports of cotton the past week were 14,129 bales, against 19,357 bales last week. The following are the imports at New York for week ending (for dry goods) Nov. 25, and for the week ending (for general merchandise) Nov. 26:

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

	1872.	1873.	1874.	1875.
Dry goods	$1,226,090	$857,865	$1,383,974	$491,308
General merchandise	5,399,489	3,031,216	4,914,778	2,492,441
Total for the week	$6,625,579	$3,889,081	$6,198,752	$2,983,749
Previously reported	390,989,816	355,476,921	353,430,040	295,013,361
Since Jan. 1	$397,615,395	$359,366,002	$359,628,792	$297,997,110

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports, for the week ending November 30:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1872.	1873.	1874.	1875.
For the week	$5,799,772	$5,403,950	$5,068,901	$5,549,352
Previously reported	210,859,293	271,775,095	260,149,145	228,230,129
Since Jan. 1	$216,659,065	$277,179,045	$265,218,046	$233,779,481

The following will show the exports of specie from the port of New York for the week ending Nov. 27, 1875, and since the beginning of the year, with a comparison for the corresponding date in previous years:

Nov. 25—Str. Gellert	Hamburg	Silver bars	$18,603
	London	Silver bars	110,000
Nov. 27—Str. Neckar	Southampton	Mexican silver dolls.	36,000
Nov. 27—Str. City of Chester	Liverpool	Silver bars	25,500
Nov. 27—Str. Germanic	Liverpool	Silver bars	65,000
		Mexican silver	451,460
Total for the week			$706,564
Previously reported			66,592,585
Total since January 1, 1875			$67,299 149

Same time in—		Same time in—	
1874	$49,315,496	1869	$30,346,340
1873	46,856,295	1868	69,123,695
1872	67,561,700	1867	45,060,999
1871	60,137,277	1866	58,568,448
1870	56,738,294		

The imports of specie at this port during the past week have been as follows:

Nov. 22—Str. Ontario	St. Thomas	Gold coin	$4,500
Nov. 22—Str. Atlas	Kingston	Gold coin	1,893
Nov. 23—Str. City of Merida	Vera Cruz	Silver coin	12,670
		Gold coin	58,803
Nov. 23—Brig Emily	Belize	Silver coin	1,188
		Gold coin	167
Nov. 24—Bark Curacoa	Curacoa	Silver coin	9
		Gold coin	12,234
Nov. 24—Bark Sagua	Porto Cabello	Gold coin	4,050
Nov. 27—Str. City of Dallas	Nassau	Silver coin	4,980
		Gold coin	1,361
Nov. 27—Str. City of New York	Aspinwall	Silver coin	1,520
		Gold coin	3,180
Nov. 27—Str. Gulf Stream	Port au Prince	Silver coin	555
Total for the week			$107,110
Previously reported			11,566,716
Total since Jan. 1, 1875			$11,673,826

Same time in—		Same time in—	
1874	$5,619,794	1870	$11,387,557
1873	17,328,927	1869	14,876,852
1872	5,461,914	1868	6,701,115
1871	3,428,905	1867	3,032,610

Virginia State Finances.—Governor Kemper says in his message: The gross receipts of the Treasury for the past fiscal year were $2,647,790 05, of which $130,000 was raised by temporary loans. Of the State debt he says: "The whole debt proper, as assumed by the Funding act, was $30,478,741 49. It has since increased by the sum of $1,516 715 42, by reason of the accumulation of interest arrears, and during the last four years the average increase from this cause has been $454,178 85 for each year. I make no account of the third of the original ante-bellum debt which was by the terms of the Funding bill contract set apart and assigned for future settlement with West Virginia. The sum so assigned stands as 'West Virginia's third.' It is not a part of the existing debt of Virginia. Under the terms of the Funding act, as acceded to by creditors, and consequently forming a contract between the State and the parties so acceding, no liability can attach to Virginia for the payment of the third thus assigned, except by virtue of a settlement yet to be consummated." He adds: "Virginia will pay her debt, and pay it in full, as soon as she is able. She will pay it, not because her hands are tied with the withes of the Funding act, but because her untarnished traditional honor requires it, and because what is right as well as what is expedient renders the least taint of repudiation in her action forever impossible. She will pay now so much interest as can be paid, and ultimately all the interest and principal of every just debt."

—The circular of Messrs. Hassler & Co., this week, has a notice to first mortgage bondholders of the Logansport Crawfordsville & Southwestern Railroad that important proceedings for the protection of their interests have been commenced in the United States Circuit Court at Indianapolis. This states that if bondholders will unitedly support this movement, it will be successful and cannot but result greatly to their benefit, and requests all the first mortgage bondholders to send their names and addresses to Charles W. Hassler, 7 Wall street, New York.

—A change is announced to take place January 1st in the organization of the banking firm of Drexel, Morgan & Co., Mr. Joseph Drexel retiring, and being succeeded by Mr. Egisto P. Fabbri, founder of the well-known house of Fabbri & Chauncey, China and South American traders. All the other partners of the house, including Messrs. Anthony J. and Frank Drexel, of Philadelphia, remain as before. The firms of Drexel, Morgan & Co., in New York, and J. S. Morgan & Co., in London, with their branch houses in other cities, stand now among the few pre-eminent banking houses of the world.

—The National Trust Company, of the City of New York, has declared its usual semi-annual dividend of four (4) per cent, payable on and after January 3rd next. The officers of this well-known institution are Mr. Darius R. Mangam, president, and Mr. John C. Cruikshank, secretary, under whose able management the company has attained its present prominent position.

BANKING AND FINANCIAL.

RAILROAD BONDS.—Whether you wish to BUY or SELL, write to HASSLER & CO., No. 7 Wall street, N. Y.

TEXAS STATE BONDS.
Houston and Texas Central RR. First Mortgage 7 per cent Gold Bonds,
G. H. & H. First Mortgage 7 per cent Gold Bonds,
Texas Lands and Land Scrip, for sale by
WILLIAM BRADY, 23 William st., N. Y.

STOCKS
Dealt in at the New York Stock Exchange bought and sold by us on margin of five per cent.

PRIVILEGES
Negotiated at one to two per cent from market on members of the New York Exchange or responsible parties. Large sums have been realized the past 3 days. Put or call costs on 100 shares $106 25

Straddles $250 each, control 200 shares of stock for 30 days without further risk, while many thousand dollars profit may be gained. Advice and information furnished. Pamphlet, containing valuable statistical information and showing how Wall street operations are conducted sent FREE
To any address. Orders solicited by mail or wire and promptly executed by us. Address,
TUMBRIDGE & CO., Bankers and Brokers,
No. 2 Wall street, N. Y.

The Bankers' Gazette.

NATIONAL BANKS ORGANIZED.

The United States Comptroller of the Currency furnishes the following statement of National Banks organized the past week:

2,809—Eufaula National Bank, Alabama. Authorized capital, $58,000; paid-in capital, $45,400. Edward B. Young, President; —— ——, Cashier. Authorized to commence business Nov. 30, 1875.

DIVIDENDS.

The following Dividends have recently been announced:

Company.	Per Cent.	When P'able.	Books Closed. (Days inclusive.)
Railroads.			
Agricultural Branch, guar.	3	Dec. 1	.....
New York New Haven & Hartford	$5	Jan. 3	Dec. 6 to Jan. 12
Miscellaneous.			
National Trust	4	Jan. 4	Dec. 21 to Jan. 3

FRIDAY, DECEMBER 3, 1875—6 P. M.

The Money Market and Financial Situation.—A slight flurry among some of the weaker savings banks, the Union Pacific Railroad decision, the abstracts from Washington of some of the forthcoming department reports, and rumors of possible Spanish complications, have formed the principal topics of discussion in Wall street this week.

The disturbance among the savings banks originated in the failure of the Third Avenue, several weeks ago, and has been followed by a run on a few other of the smaller banks, most of which are undoubtedly sound.

The decision of the Supreme Court of the United States in favor of the Union Pacific Railroad in its suit against the Government, was announced on Monday. The opinion was strong on the side of the Pacific railroads, and had the natural effect of stimulating sharply the prices of their stocks and bonds in this market. It is satisfactory that the Court bases its opinion on the letter and intention of the laws under which the companies have been built and operated, and disregards both popular prejudice or favor on the one hand, and on the other hand the idea that Government interests are to be first protected, whatever the rights of the claimants may be. A decision on any other grounds than that upon which this has actually been based would have been a damaging precedent in the law of corporations, aside from the injustice of the present case. The remedy for immense grants or subsidies by Government, which may be turned to the use of private parties, is in rejecting the proposals for such gifts at the outset, and not having the United States Courts put a forced construction upon laws, years after they were passed, and when innocent parties have become *bona fide* owners of the property involved.

The money market was higher for call loans on Wednesday, and brokers sometimes paid 6@7 per cent., and once even 7 gold, but to-day rates are 4@5 per cent; government bond dealers have been supplied easily at 3 per cent. The cause for higher money above noticed was the calling in of a considerable amount of call loans by the City Chamberlain, and probably, also, by some of the savings banks. On commercial paper there is a good demand for paper strictly prime, at 6 per cent.

On Thursday the Bank of England weekly returns showed a gain of £116,000 in bullion, and the discount rate remained unchanged at 3 per cent. The Bank of France gained 2,278,000 francs in the week.

The last weekly statement of the New York City Clearing House Banks, issued Nov. 27, showed a decrease of $317,050, in the excess above their 25 per cent. legal reserve, the whole of such excess being $9,349,300, against $9,666,350 the previous week.

The following table shows the changes from the previous week and a comparison with 1874 and 1873:

	1875.			1874.	1873.
	Nov 20.	Nov. 27.	Differences.	Nov. 28.	Nov 29.
Loans and dis.	$372,697,400	$371,910,200	Dec. $787,200	$282,275 800	$247,922,300
Specie	15,712,000	16,262,500	Inc. 550,500	17,329,300	19,968,700
Circulation	18,449,400	18,512,100	Inc. 62,700	24,884,100	27,238,800
Net deposits	216,131,800	215,808,400	Dec. 323,400	223,767,300	174,467,200
Legal tenders	47,987,300	47,038,900	Dec 948,400	53,301,900	35,3?9,?00

United States Bonds.—There has been only a moderate business in government bonds, though prices are strong, and on new fives and 10-40s a fraction higher than last week. The savings banks have been sellers rather than purchasers, and one of the principal customers has thus been withdrawn from the market. As to new funding proposals, it is seen that the currency 6 per cents, having less than 25 years to run, are now selling at 122, and on this basis a 4 per cent. 50 year gold bond would be worth about par in gold. Whenever the Government had surplus funds to retire its bonds, these could be purchased, and it is a matter for serious consideration by the Secretary of the Treasury, whether a standard bond of this sort would not be much better than numerous issues of small lots of Government bonds at different rates of interest, and of uncertain dates of maturity, as 5-20s, 10-40s, &c.

Closing prices of securities in London have been as follows:

	Nov. 19.	Nov. 26.	Dec. 3	Since Jan. 1, 1875. Lowest.	Highest.
U. S. 6s, 5-20's, 1865, old	103⅝	103⅝	103⅝	103¼ Nov. 8	108¼ Apr. 9
U. S. 6s, 5-20's, 1867	108⅜	109¼	109⅜	106⅜ June 18	109¾ May 5
U. S. 5s, 10-40's	104⅜	105¼	105¼	102¾ Feb. 13	107 Aug. 13
New 5s	103⅝	104	104⅜	102 Apr. 19	105⅛ Aug. 16

Closing prices daily have been as follows:

	Int. period.	Nov. 27.	Nov. 29.	Nov. 30.	Dec. 1.	Dec. 2.	D
6s, 1881	reg..Jan. & July.	*122¾	*122¾	.....	*x119¼	119¼	11
6s, 1881	coup..Jan. & July.	*123¾	*123¾	124	*123¾	*123¾	12
6s, 5-20's, called b.	reg..May & Nov.	*114¾	*114¾	115¼	*115¾	*115¾	*115
6s, 5-20's, called b.	coup..May & Nov.	*114¾	*114¾	*115¼	*115¾	*115¾	*115
6s, 5-20's, 1865	reg..May & Nov.	*116	116¾	116¾	*116¾	116¾	*115
6s, 5-20's, 1865	coup..May & Nov.	*116¾	116¾	*116¾	116¾	116¾	*116
6s, 5-20's, 1865, n. i.	reg..Jan. & July	*120¾	120¾	*120¾	x117	117	*116
6s, 5-20's, 1865 n. i.	coup. Jan. & July.	120¾	120¾	*120¾	120¾	120¾	120
6s, 5-20's, 1867	reg..Jan. & July.	*122¾	122¾	*122¾	*x119¼	*119¼	*118
6s, 5-20's, 1867	coup..Jan. & July.	*122¾	122¾	122¾	122¾	122¾	*122
6s, 5-20's, 1868	reg..Jan. & July.	*122¾	*122¾	*122¾	*x119¼	119¼	*118
6s, 5-20's, 1868	coup .Jan. & July.	*122¾	122¾	*122¾	123	123	122
5s, 10 40's	reg..Mar. & Sept.	117	*116¾	*117¼	117¼	117¼	*117
5s, 10-40's	coup..Mar. & Sept.	*117¾	*117¾	*117¾	*117¾	*117¾	*117
5s, funded, 1881	reg ..Quarterly	*116¾	116¾	116¾	116¾	116¾	117
5s. funded, 1881,	coup....Quarterly	*116¾	117¼	117¼	117¾	*117¼	117
6s Currency	reg..Jan. & July.	*125	*125	*12 ¾	*x122	122	*121

The range in prices since January 1, and the amount of each class of bonds outstanding December 1, 1875, were as follows:

	—Range since Jan. 1.— Lowest.		Highest		—Amount Dec. 1.— Registered.	Coupon.
6s, 1881	reg..118 Jan. 5		122¾ May 26		$193,377,650	$.....
6s, 1881	coup..118¾ Jan. 8		126¾ June 17		.....	89,358,200
6s, 5-20's, 1864	coup..114¼ Nov. 18		121 Apr. 27		30 604,050	26,287,050
6s, 5-20's, 1865	coup..115¾ Nov. 1?		122¾ June 18		33,891,850	118,642,4 0
6s, 5-20's, 1865, new	coup..117¼ Jan. 8		124¾ June 17		59,323,500	143,3?9,600
6s, 5-20's, 1867	coup..118¾ Jan. 9		125¾ June 25		89,096,8?0	221,526,95 0
6s, 5-20's, 1868	coup 118 Jan. 9		125¾ June 18		14,630,550	22,843,50
5s, 10-40's	reg. 113¾ Mch. 5		118¾ June 18		141,642,300	.....
5s, 10-40's	coup..113¾ Mch. 4		119¾ Aug. 23		.....	53,924 000
5s, funded, 1881	coup..113¾ Jan. 2		119 June 26		216,102,050	249,456,400
6s, Currency	reg..117¾ Jan. 4		125¾ Nov. 23		64,623,512	.....

State and Railroad Bonds.—There have been small dealings in State bonds. Tennessees are lower. Louisiana consols about 2 per cent higher at 59, South Carolinas 1 per cent. higher, Virginia consols strong. The Governors of the two last-named States take strong ground in their messages in favor of paying interest on the consol. bonds. The recent proposition made to Alabama bondholders is not well received by those in this vicinity, as it is considered too small an offer.

Railroad bonds have been tolerably active and generally strong; there is considerable inquiry now for the bonds which pay interest in January, as these have about 3 per cent of accrued interest on them. The great event of the week was the Union Pacific decision, which sent up the bonds of that company sharply and, in sympathy therewith, the Central Pacific bonds to a less degree. The decision is important as affecting all the roads to which United States subsidy bonds have been issued, of which the following is a list, with the amount of bonds to each, interest due, etc., December 1, 1875:

Name of railway.	Rate of interest. p. c.	Principal outstanding.	Interest paid by the United States.	Interest repaid by transportation of mails, &c.	Balance of interest paid by the United States.
Central Pacific	6	$25,885,120	$11,027,697	$1,191,765	$9,815,931
Kansas Pacific	6	6,303,000	3,103,893	1,440,664	1,6 3,228
Union Pacific	6	27,236,512	11,884,324	3,879,484	8,001,840
Central Branch, Un. Pacific	6	1.600,000	781,808	44,408	7?7,400
Western Pacific	6	1,970,560	732,380	9,267	713,013
Sioux City and Pacific	6	1,628,320	682,703	10,163	672,540
Totals		$64,623,512	$28,202,807	$6,575,854	$21,626,931

The following securities were lately sold at auction:

	Prices.
20 shares Staten Island Railroad Company	50
$1,000 Indianapolis & Vincennes RR. 1st Mort. 7 per cent. bond.	73
$10,000 Ala. & Chattanooga RR. 1st mort. 8 per cent. gold bonds	10⅛@ 10⅛
$15,000 LaCrosse & Milwaukee R'd 7 per cent. construction bonds, due April 1, 1867. Coupons of October, 1857, on, $1,000 each, per bond	$2 20
$3,900 La Crosse & Milwaukee RR. 7 per cent. consol. bonds, due Oct. 1, 1861. Coupons of April, 1858, on. Per lot	$11
$10,000 Northern Pacific RR. 7 3-10 land grant reg. bonds	12⅛
$10,000 Northern Pacific RR 7 3-10 gold bonds	14⅛
$20,000 City of Montgomery, Ala., 8 per cent. bonds, due July 1, 1888	
$15,000 Buchanan county, Missouri, 10 per cent. bonds	101 @
$5,000 St. Louis & St. Joseph RR. 1st mort. 6 gold	
2 shares N. Y. Historical Society Publication Fund, $25 each, per share	$16
1 share N. Y. Society Library, $25	26
20 shares Barretts, Palmer & Heal Dyeing Establishment, $100 each	20
250 shares Grand Street & Newtown RR.	65
10 shares Broadway RR. Co., of Brooklyn	150⅛
$500 Broadway RR. Co., of Brooklyn, 7 per cent mort. bond	100
$20,000 Atlantic & Pacific RR., land mort. 6 per cent gold bonds	43 @ 37
$1,011,000 of New York Hou atonic & Northern RR. Co. bonds (hypothecated), $1,000 each	$600
$1,000 South Side RR., of Long Island, 1st mort. sinking fund 7 per cent bond	60⅛
$7,000 Jackson Lansing & Saginaw RR. 1st mort. 8 per cent bonds, guaranteed by Michigan Central RR. Co	90
$2,000 Chicago & Northwestern Railway Co. (Menominee Extension), 1st mort., 7 per cent, gold	90
$2,000 La Crosse Trampeleau & Prescott RR. Co. 1st mort. 10 per cent bonds, guaranteed by Chicago & Northwestern	100⅜
$7,000 Chicago Danville & Vincennes RR. 1st mort. (Indiana Division). Hypothecated	25⅛
$7,000 Chicago Danville & Vincennes RR. conv. mort. bonds. (Hypothecated)	10

Daily closing prices of a few leading bonds, and the range since January 1, have been as follows:

	Nov. 27.	Nov. 29.	Nov. 30.	Dec. 1.	Dec. 2.	Dec. 3.	Since Jan. 1 Lowest.		Highest.	
6s Tenn., new	*45	*45	*45	45	*44¾	.....	44	Jan. 27	55¾	Jan. 5
6s N. Car., old	*16	*16	*16	*16	*16	*16	17	Nov. 13	29	Jan. 19
6s N. Car., new	*3	*3	*3	*3	*3	*3	11	June 12	16	Jan. 7
6s Virg., consolid	*70¾	*71¾	.....	*71¾	*72	*72	55¾	Jan. 26	69¾	Oct. 25
do 3d series	.....	.....	.....	*43	*43	*43	26	Mch. 23	50	Oct. 2
6s S. C., J. & J	*81	*82	*82	*82½	*83	*82	29¼	Sept. 28	35	Jan. 21
6s Mo. long bonds	*102¾	103	103¾	102¾	103¼	102¾	94¾	Jan. 14	103¾	June 9
N. Y. C. & H. 1st 7s	*120	*120	*120	.....	*120	*121	111¾	Jan. 18	122	Sept. 10
C. Pac., gold 6s	*106¾	106½	107	107	*106¾	*106¾	92¾	Jan. 6	107¾	p. 29
Un Pac., 1st 6s	104¾	104¾	105	105	105	105	90	Jan. 6	108¾	June 30
do L'd Gr'ts	*88¾	100	101¼	100¾	*100	90	Jan. 5	102¾	Sept. 30	
do S. F. 6s	90¼	93	96	94¾	95	93¼	Jan. 5	97¾	Aug. 25	
Erie 1st M. 7s	*104¼	*103	*103¼	102	103	*103	101	May 29	105¾	May 9
N. J. Cen. 1st 7s	*111¾	*111¾	*113	*113¼	*113	*114	107¾	Feb. 1	115	Apr. 6
Ft Wayne 1st 7s	*115	*115	*115	115¾	*114¾	115	106¾	Jan. 7	116	Nov. 1
Rock Isld 1st 7s	*110	110¾	*110¼	*110¾	110¾	110¾	105	Jan. 5	111¾	June 5
C. & N.W. gold 7s	89¾	89½	89½	x88¾	84	84½	79	June 15	99¾	Nov. 27

Railroad and Miscellaneous Stocks.—The stock market has been more active than last week, and there have been some remarkable fluctuations. The first feature was the advance in Union Pacific, reaching 82¾ on Tuesday, in consequence of the United States Supreme Court decision in favor of the company. It will hardly be disputed that the stock is worth a good deal more with this decision in favor of the company than it would have been with the decision the other way, but whether or not the stock is selling too high, as based on the earnings of the road, is a matter of opinion in the market. A move of more general importance than that in Union Pacific was the break in Michigan Central to the extreme price of 57 on Tuesday, with a subsequent recovery, and a sharp advance to 62½ to-day, closing at 61¾. The first decline was made on rumors of a bad condition of financial affairs, an over-issue of bonds, &c., but the rumors have received no confirmation and have been denied by the treasurer in Boston, while Mr. Samuel Sloan, of this city, has been elected Vice-President, and is considered a good acquisition. After Michigan Central the fluctuations in Lake Shore have been noticeable, as that stock fell off in sympathy with the other and touched 58¼, closing to day at 59⅜. Hannibal & St. Joseph declined to 20⅜, and closes better at 21½. Nothing new is known of Western Union Telegraph Company, and most of its friends believe that the regular 2 per cent. quarterly dividend will be declared this month. As to the possibility of dividends on other stocks, such as Lake Shore, Michigan Central, St. Paul preferred, and Northwest preferred, any expression of opinion now would be premature, and, probably, worthless. It may be remarked, however, that there are many who suppose that the companies above named, and some others in a nearly similar position, will not be likely to pay dividends this January, but will be in a position to resume at the next semi-annual period, July, 1876. At the close prices were generally strong.

Total transactions of the week in leading stocks were as follows:

	Pacific Mail.	Lake Shore.	West'n Union.	Chic. & N'west.	Erie.	Ohio & Miss.	Pacific of Mo.	Union Pac.
Nov. 27	7,400	7,100	7,600	2,700	7,700	600	600	5,100
" 29	36,900	20,100	12,100	2,900	1,500	7,600	700	15,900
" 30	68,100	59,400	13,300	4,300	5,600	7,900	300	13,000
Dec. 1	17,900	86,900	34,200	2,600	1,600	2,300	500	3,400
" 2	25,900	62,300	27,400	4,800	2,900	4,400	100	3,900
" 3	11,900	42,400	16,900	2,900	3,300	1,500	...	2,000
Total	168,100	278,200	111,500	19,700	22,600	24,800	2,200	43,300
Whole stock	200,000	494,665	337,856	149,930	780,000	200,000	67,824	367,450

A comparison with the last line in the preceding table shows at a glance what proportion of the whole stock has been turned over in the week.

The daily highest and lowest prices have been as follows:

	Saturday, Nov. 27	Monday, Nov. 29.	Tuesday, Nov. 30.	Wednesday, Dec. 1.	Thursday, Dec. 2.	Friday, Dec. 3.
N.Y.Cen.&H.R.	106 / 106¼	.... / 106½	105½ / 106	104¼ / 105¾	105¾ / 105¾	105¼ / 105¾
Harlem	*133½ / 133½	*133 /	133 / 133	132 / 133	*.... /	*.... / 133½
Erie	16¾ / 16¾	16¼ / 16¾	15¾ / 16¼	1 ¼ / 16¾	15¾ / 15¾	16 / 16¾
Lake Shore	62 / 62¼	61¾ / 62¾	59¾ / 62¾	58¾ / 60¾	58¾ / 59¾	59¼ / 59¾
Michigan Cent.	64¼ / 64¾	61¾ / 64½	57 / 61¾	51¾ / 59¾	58 / 59¾	60 / 62½
Wabash	5¾ / 6	5¼ / 5½	5¾ / 5¾	5¼ / 5½	5¼ / 5¾	.... / ....
Northwest	89¼ / 89¾	89 / 89¾	88¾ / 89¾	88¾ / 88¾	88¾ / 89	88¾ / 89¾
do pref.	91 / 93	84¾ / 91¾	83¾ / 84¾	82¾ / 83¾	83¼ / 84	84¼ / 84¾
Rock Island	105¼ / 105¼	105¼ / 105¾	105¼ / 105¾	105 / 105¼	105¼ / 105¾	105 / 105¾
St. Paul	86¼ / 86¾	85¾ / 86¼	85 / 86¼	85¼ / 85¾	85¾ / 85¾	85¼ / 86
do pref.	66¾ / 67	66¼ / 66¾	65¼ / 66¼	65¾ / 65¾	65¾ / 65¾	66 / 66
At. & Pac. pref.	.... /	4¾ / 4¾	4¾ / 4¾	4 / 4¼	4 / 4	4 / 4¼
Pacific of Mo.	12¾ / 12¾	12¾ / 13	13 / 13	12¾ / 13¼	12¾ / 12¾	.... / ....
Ohio & Miss.	18¾ / 18¾	18¼ / 18¾	17¾ / 18¼	17¾ / 17¾	16¾ / 17¼	17¼ / 17¾
Central of N.J.	105¾ / 105¾	105¼ / 105½	105 / 105¾	104 / 104¾	104 / 104	105 / 105
Del., L. & West	119¼ / 119¾	119¼ / 119¾	*119¼ / 119¾	119¼ / 119¾	*119¼ / 119¾	*119¼ / 119¾
Han. & St. Jos.	22¼ / 23¾	23¾ / 23¾	23¾ / 23¾	23¾ / 23	20¾ / 21¾	21¾ / 23
do pref.	29 / 29¾	29 / 29¾	.... / 30	28 / 28¼	27¼ / 26¾	27 / 27¾
Union Pacific	73¼ / 74½	74½ / 79¼	80 / 82¾	80 / 81½	80 / 81¼	78 / 80
Col. Chic. & I.C.	4¾ / 4¾	4¾ / 4¾	4¾ / 4¾	4¾ / 4¾	*4 / 4¾	4¾ / 4¾
Panama	*127 /	*127 /	*127 /	126¾ / 127	*128 / 129	127 / 127
West. Un. Tel.	75¾ / 76¼	75¼ / 76¾	75¼ / 76¼	74¾ / 75¾	74½ / 75¼	75¾ / 76
At. & Pac. Tel.	18¼ / 18¾	18¼ / 18¾	18¼ / 18¾	19 / 19	*.... / 19¼	18¾ / 19¼
Quicksilver	*17¾ / 18	*17 / 18	17 / 17	17 / 17	17 / 17	*16¾ / 18
do pref.	*23 /	23 / 23	26 / 28	*22¼ / 23¼	.... /	*22¾ / 24¼
Pacific Mail	40¾ / 40¾	40¾ / 42	40¾ / 43¼	41¾ / 41¾	41 / 43	41 / 41¾
Adams Exp	102 / 102	*101 /	102 / 102	*103 / 103¼	103 / 103	103¼ / 103¾
American Ex.	61 / 61	60¼ / 60¼	60 / 60¼	60¼ / 60¼	60¼ / 60¼	*60¾ / 61
United States	.... / 55	55 / 55	* /	55 /	53¾ /	53¾ / 53
Wells, Fargo	*83½ / 85	*83¼ / 85	*81 /	84¾ / 85¼	83¾ / 84¾	83 / 83

*This is the price bid and asked; no *sale* was made at the Board.

Railroad Earnings.—The latest earnings obtainable, and the totals from January 1 to latest dates, are as follows:

Roads.	Latest earnings reported.		Jan. 1 to latest date.	
	1875.	1874.	1875.	1874.
Atch., Top. & S. Fe.	Month of Sept.	$147,552	$110,563	$988,895	$898,748
Atlantic & Pacific	Month of Oct..	488,327	542,886	*3,502,371	4,199,292
Canada Southern	3 weeks of Nov.	105,102	72,830	.....	.....
Central Pacific	Month of Oct..	1,606,000	1,465,515	14,086,183	11,770,714
Chic. Mil. & St. P.	3 weeks of Nov.	668,000	516,400	.....	.....
Chic. & Northwest	Month of Nov...	1,219,225	1,065,726	.....	.....
Cin. Lafay. & Chic.	2d week of Nov.	9,841	10,628	346,569	322,085
Hous. & Texas. C	Month of Oct....	407,435	311,101	.....	.....
Illinois Central	Month of Oct..	841,432	838,307	6,460,593	6,551,342
Indianap. Bl. & W.	3d week of Nov.	35,365	$1,053	1,132,240	1,485,546
Intern'l & Gt. North.	3d week of Nov.	42,257	39,917	1,105,181	1,084,918
Kansas Pacific	3d week of Nov.	69,507	61,414	2,935,254	2,974,756
Keokuk & Des M	3d week of Nov.	14,026	16,586	780,388	619,020
Michigan Central	3 weeks of Nov.	$98,110	401,993	.....	.....
Mo. Kansas & Tex	3d week of Nov.	68,438	62,869	2,549,400	2,812,866
Mobile & Ohio	Month of Sept.	149,841	135,309	1,148,130	1,475,157
St.L.Al.& T.H. bchs.	3d week of Nov.	13,063	12,869	497,905	494,026
St. L. I. Mt. & South.	3d week of Nov.	115,000	87,477	3,221,644	2,891,785
St. L. K. C. & N	Month of Oct.	263,240	278,106	2,190,966	2,083,884
St. L. & Southeast	2d week of Nov.	21,909	22,303	860,938	1,098,914
St. Paul & S. City, &c.	Month of Oct.	117,945	90,953	651,139	694,942
Union Pacific	Month of Oct..	1,141,662	1,141,938	9,919,053	8,662,122

* The Missouri Pacific earnings, from Jan. 1 to Oct. 31, show a decrease of $634,911.

The earnings of the Chicago & Northwestern Railway for November show an increase over the same month last year of $153,000. The earnings of the fourth week show an increase of $80,000. The October net earnings for whole road, including all the lines, were $486,000 after paying all operating expenses and interest on bonds.

The Gold Market.—Gold has fluctuated somewhat, in response to the rumors of possible war with Spain and that the President's message would advise the recognition of Cuban independence, but this story has become too hackneyed to produce much agitation in the market. The price worked up to 115¼ on Tuesday, but has since been lower, and closes at 114¾. On gold loans the rates paid for carrying to-day were 2, 3, 2½ and 1 per cent. There will be no sales of gold by the Treasury this month; at the sale of $500,000, November 27, the total bids amounted to $1,545,000. Custom receipts of the week were $1,829,000.

The following table will show the course of gold and operations of the Gold Exchange Bank each day of the past week:

	Quotations—Open-ing.	Low-est.	High-est.	Clos-ing.	Total Clearings.	Balances.—Gold.	Currency.
Saturday, Nov. 27	114⅜	114⅜	114¼	114¼	$30,460,000	$1,236,983	$1,764,531
Monday, " 29	114⅜	114⅜	114¾	114⅝	20,678,000	1,314,309	1,508,201
Tuesday, " 30	114⅜	114⅝	115⅝	115¼	26,785,000	940,329	1,150,519
Wednesday, Dec. 1	115¼	114⅞	115¾	115	77,959,000	2,409,355	2,852,913
Thursday, " 2	114⅞	114⅞	115¾	114⅞	39,183,000	1,347,525	1,436,481
Friday, " 3	114⅞	114¾	114⅞	114¾	31,594,000	1,103,000	1,286,679
Current week	114¾	114¾	115¾	114¾	296,659 000	$.....	$.....
Previous week	114⅝	114¾	114¾	114¾	$158,167,000	1,463,500	1,980,531
Jan. 1, 1875, to date	112¾	111¾	117⅛	114¾	.....	.....	.....

Foreign Exchange.—The Exchange market has been steady on a moderate business. There has been only a small demand for bills, but on the other hand bankers have not been anxious to sell, and business has been dull. This afternoon there was a little irregularity in rates and an attempt to make higher prices by some bankers, but the rates for business were generally about 4.83½ for long sterling and 4.87½ for short sight.

Quotations are as follows:

	Dec. 3.—60 days.	3 days.
Prime bankers' sterling	4.83¼@4.83¾	4.86¼@4.87
Good bankers' and prime com'l	4.83 @4.83¼	4.86 @4.86¼
Good commercial	4.80 @4.81	4.84 @4.85
Documentary commercial	4.79 @4 80	4.83 @4.84
Paris (francs)	5.20¾@5.17½	5.16¼@5.14¾
Antwerp (francs)	5.19⅜@5 16¾	5.16¼@5.13¾
Swiss (francs)	5.19⅜@5.16¾	5.16¼@5.13¾
Amsterdam (guilders)	40¾@ 40¾	40¾@ 40¾
Hamburg (reichmarks)	95¾@ 95¾	96¼@ 96¾
Frankfort (reichmarks)	95¾@ 95¾	96¼@ 96¾
Bremen (reichmarks)	95¾@ 95¾	96¼@ 96¾
Berlin (reichmarks)	95¾@ 95¾	96¼@ 96¾

The transactions for the week at the Custom House and Sub-Treasury have been as follows:

	Custom House Receipts.	Sub-Treasury.—Receipts.—Gold.	Currency.	Payments.—Gold.	Currency.
Nov. 27	$452,000	$1,494,293 86	$1,247,279 74	$1,041,822 54	$1,578,013 78
" 29	877,000	633,600 24	1,331,329 78	934,179 12	1,050,810 21
" 30	325,000	860,794 18	732,793 29	727,954 29	1,923,677 73
Dec. 1	323,000	2,144,548 00	295,498 52	1,231,164 11	1,447,495 56
" 2	211,000	835,098 00	1,344,366 33	1,302,559 55	801,808 96
" 3	239,000	682,365 76	660,351 83	597,630 13	819,193 96
Total	$1,829,000	6,210,699 04	5,610,436 09	5,833,309 84	7,630,495 19
Balance, Nov. 26		42,093,785 07	43,827 341 76		
Balance, Dec. 3		42,466,144 29	41,817,282 63		

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Nov. 27, 1875:

BANKS.	AVERAGE AMOUNT OF—Capital.	Loans and Discounts.	Specie.	Legal Tenders.	Net Deposits.	Circulation.
New York	$3,000,000	$3,669,800	$1,106,000	$1,165,000	$3,077,200	$329,400
Manhattan Co	2,050,000	6,956,800	3,6,500	1,053,600	5,873,000	9,000
Merchants'	3,000,000	9,586,700	1,914,800	1,094,300	8,478,600	449,100
Mechanics'	2,000,000	6,947,00	458,800	668,900	5,102,300	368,300
Union	1,500,000	4,823,500	184,700	350,900	3,000,000	.....
America	3,000,000	9,967,400	1,054,800	2,011,400	8,369,700	1,500
Phœnix	1,800,000	5,770,900	39,400	856,500	2,714,800	320,300
City	1,000,000	5,211,700	728,900	1,133,000	5,38 ,600	.....
Tradesmen's	1,000,000	2,579,200	24,100	480,500	1,977,300	295,000
Fulton	600,000	1,562,600	85,700	650,900	1,266,900	.....
Chemical	300,000	8,671,700	470,200	1,977,100	7,7 9,300	.....
Merchants' Exch'ge	1,000,000	3,359,700	20,100	826,100	2,966,900	472,400
Gallatin, National	1,500,000	4,092,000	314,200	821,600	2,151,800	456,200
Butchers' & Drovers'	300,000	2,109,100	68,000	509,000	1,5 0,000	158,000
Mechanics & Traders	600,000	1,894,800	6,300	275,700	1,116,300	195,200
Greenwich	200,000	1,309,800	.....	82,400	857,000	2,700
Leather Manuf	600,000	3,175,800	223,300	661,300	2,623,400	342,200
Seventh Ward	300,000	972,800	51,500	213,400	924,000	74,900
State of N. York	2,000,000	4,262,400	218,500	820,700	2,7 8,000	315,300
American Exch'ge	5,000,000	11,537,100	699,000	1,411,000	7,5 3,000	411,000
Commerce	10,000,000	20,544,800	7,2,300	2,976,700	8,,06,000	2,421,100
Broadway	1,000,000	3,218,300	65,300	9 8 000	8,915,000	894,200
Mercantile	1,000,000	3,572,400	102,600	715,500	3,325,300	225,000
Pacific	422,700	1,857,900	17,100	775,400	1,7 5,000	.....
Republic	2,000,000	8,355,000	386,400	958,700	2,217,300	450,000
Chatham	450,000	2,653,400	117,400	789,300	2,9 5,000	372,400
People's	412,500	1,497,200	400	117,600	1,193,400	5,500
North America	1,000,000	2,383,000	59,500	315,000	1,908,100	.....
Hanover	1,000,000	3,418,900	136,200	422,800	2,958,000	294,100
Irving	500,000	3,552,400	26,000	434,700	3,248,000	118,500
Metropolitan	1,000,000	12,175,000	861,000	1,225,000	8,115,000	428,000
Citizens	600,000	1,488,200	29,900	506,200	1,761,800	183,800
Nassau	1,000,000	2,300,200	25,200	184,000	1,954,7 0	3,900
Market	1,000,000	2,665,700	126,700	508,400	1,792,300	190,200
St. Nicholas	1,000,000	2,498,100	73,800	204,700	1,018,000	744,900
Shoe and Leather	1,000,000	4,230,800	103,300	668,300	3,1 ,0 0	738,200
Corn Exchange	1,000,000	3,057,200	70,200	265,000	1,849,000	4,800
Continental	1,500,000	5,979,600	50,900	505,000	2,915,800	455,500
Oriental	300,000	1,48 ,9 0	5,000	150,600	1,111,800	4,000
Marine	400,000	1,9 0,600	108,400	251,000	1,9 8,000	149,900
Importers & Trad'rs	1,500,000	15,254,400	447,000	3,205,000	14,131,400	497,200
Park	2,000,000	18,378,200	1,160,900	3,653,700	16,160,800	60,000
Mech. Bank'g Asso.	500,000	934,400	29,700	257,300	872,300	302,300
Grocers'	300,000	883,300	5,200	161,500	608,800	.....
North River	1,000,000	1,109,700	13,900	134,000	732,500	.....
East River	250,000	911,100	5,700	136,200	568,600	199,300
Manufact'r's & Mer.	300,000	866,100	1,400	169,000	536,000	.....
Fourth National	5,000,000	14,79 ,800	350,700	2,677,600	11,801,100	2,058,000
Central National	2,000,000	7,834,000	12,000	2,181,000	6,339,000	1,326,000
Second National	300,000	1,788,000	.....	407,000	1,523,000	125,000
Ninth National	1,500,000	5,991,00	67,300	1,175,600	5,329,700	617,000
First National	500,000	4,687,000	541,800	809,100	5,085,300	45,000
Third National	1,000,000	5,731,200	477,800	1,295 900	6,258,100	49,400
N. Y. National Exch.	500,000	1,847,500	11,500	331,000	1,03 ,300	279,000
Tenth National	1,000,000	1,945,000	164,700	194,700	174,700	868,500
Bowery National	250,000	1,253,500	2,500	223,400	815,000	221,000
New York Co. Nat.	200,000	1,021,000	.....	239,000	1,035,000	186,000
German American	1,000,000	3,047,200	220,900	1,176,000	3,858,800	.....
Dry Goods	1,000,000	2,771,400	6,400	3 8,600	1,557,100	.....
Total	$81,4 8,300	$271,910,200	$16,282,500	$47,188,900	$215,808,400	$12,512,100

The deviations from the returns of the previous week are as follows:

Loans	Dec.	$787,300	Net Deposits, Dec. $323,400
Specie	Inc.	630,500	Circulation Inc. 62,700
Legal Tenders	Dec.	948,400	

Boston Banks.—Below we give a statement of the Boston National Banks, as returned to the Clearing House on Monday, Nov. 29, 1875:

Banks	Capital.	Loans.	Specie.	L. T. Notes.	Deposits.	Circul.
Atlantic	$750,000	$1,701,700	$2,800	$48,400	$482,300	$450,800
Atlas	1,500,000	2,103,900	300	84,400	893,200	724,700
Blackstone	2,000,000	4,571,100	10,200	292,300	1,844,800	813,800
Boston	1,000,000	2,193,300	4,000	107,000	732,800	559,700
Boylston	700,000	1,744,900	10,300	53,000	624,700	466,000
Broadway	200,000	444,000	....	20,000	135,000	155,000
Central	500,000	1,017,900	....	56,900	259,300	283,500
Columbian	1,000,000	2,498,200	16,200	157,700	1,231,500	709,900
Continental	1,000,000	2,225,000	....	86,100	890,300	844,800
Eliot	1,000,000	2 613,800	41,300	84,500	878,200	772,400
Everett	400,000	962,500	300	56,000	453,500	368,300
Faneuil Hall	1,000,000	2,259,000	1,500	149,000	1,000,900	528,100
Freeman's	300,000	1,718,700	2,000	73,700	516,700	241,500
Globe	1,000,000	2,216,200	....	228,000	812,800	851,900
Hamilton	750,000	1,850,600	11,700	64,700	667,700	226,700
Howard	1,000,000	2,438,900	4,400	135,000	768,200	434,500
Manufacturers	500,000	1,178,400	....	85,000	662,200	150,100
Market	800,000	1,753,000	10,500	67,000	685,300	549,100
Massachusetts	2,000,000	2,206,900	16,200	235,600	1,222,000	345,700
Maverick	400,000	1,811,300	4,000	121,500	1,056,000	354,600
Merchandise	488,300	875,300	....	34,600	343,200	....
Merchants'	3,000,000	9,787,200	111,901	1,938,500	9,792,400	1,699,400
Metropolitan	500,000	812,300	....	69,300	543,200	45,000
Mount Vernon	200,000	611,400	....	68,300	376,800	175,800
New England	1,000,000	2,571,800	5,200	92,300	733,200	761,500
North	1,000,000	2,272,500	12,500	341,000	1,706,100	535,900
Old Boston	300,000	2,078,700	36,900	311,600	1,156,200	296,500
Shawmut	1,000,000	2,617,800	8,800	158,900	1,041,800	450,300
Shoe & Leather	1,000,000	3,400,100	18,800	256,000	1,472,800	760,100
State	2,000,000	3 690,600	9,700	123,800	1,120,000	978,400
Suffolk	1,500,000	3,578,100	18,500	169,900	1,178,700	704,400
Traders'	600,000	1,594,800	15,800	178,000	690,800	451,800
Tremont	2,000,000	3,231,700	50,100	115,100	961,800	681,800
Washington	750,000	1,964,700	3,800	104,000	604,700	595,100
First	1,000,000	3,950,900	10,500	261,400	1,138,500	498,500
Second (Granite)	1,600,000	4,269,200	81,800	288,800	1,424,000	436,000
Third	300,000	1,172,000	30,000	74,500	889,200	146,000
Fourth	200,000	316,600	....	15,000	123,800	45,000
Bank of Commerce	2,000,000	5,488,600	800	532,400	2,161,800	491,900
Bank of N. America	1,000,000	2,071,500	9,500	165,400	1,212,300	572,600
B'k of Redemption	1,000,000	5,776,600	4,500	292,800	1,355,500	744,100
Bank of Republic	1,500,000	3,258,000	....	168,000	797,000	981,400
Commonwealth	500,000	3,863,000	15,000	411,000	2,838,000	295,000
City	1,000,000	1,924,700	9,600	64,800	578,600	291,800
Eagle	1,000,000	1,985,700	1,400	126,900	629,200	327,600
Exchange	1,000,000	5,220,800	104,700	357,900	2,294,500	697,100
Hide & Leather	1,500,000	3,739,700	17,000	194,800	1,093,200	964,800
Revere	2,000,000	5,273,700	3,400	302,200	2,388,700	995,800
Security	200,000	956,300	1,200	111,000	830,100	190,000
Union	1,000,000	2,781,600	2,300	132,100	1,195,700	538,100
Webster	1,500,000	2,788,000	4,100	182,800	1,131,700	861,000
Total	$51,388,300	$135,645,600	$718,700	$9,990,800	$58,357,700	$25,227,600

The total amount "due to other Banks," as per statement of Nov. 29, is $23,209,100

The deviations from last week's returns are as follows:

Capital	Increase. 6,350	Legal Tenders	Decrease. 201,900
Loans	Decrease. 1,288,400	Deposits	Increase. 13,700
Specie	Decrease. 7,150	Circulation	Decrease. 58,600

The following are the totals for a series of weeks past:

Date.	Loans.	Specie.	Legal Tenders.	Deposits.	Circulation.
Nov. 1	136,702,301	582,900	10,073,400	56,026,100	25,280,300
Nov. 8	136,485,800	772,100	10,137,700	58,667,400	25,292,100
Nov. 15	137,586,600	781,300	10,077,700	58,837,000	25,502,800
Nov. 22	136,854,000	725,800	10,191,700	58,314,000	25,286,200
Nov. 29	135,645,600	718,700	9,990,800	58,357,700	25,227,600

Philadelphia Banks.—The following is the average condition of the Philadelphia National Banks for the week preceding Monday, Nov. 29, 1875:

Banks.	Capital.	Loans.	Specie.	L. Tender.	Total net Deposits.	Circulat'n.
Philadelphia	$1,500,000	$5,461,000	$62,000	$970,000	$3,780,000	$720,000
North America	1,000,000	4,963,000	....	1,355,000	3,327,000	710,000
Farmers and Mech.	2,000,000	6,245,900	87,200	1,153,800	4,547,600	1,000,000
Commercial	810,000	2,564,000	4,000	453,000	1,986,000	616,000
Mechanics'	800,000	1,719,000	11,182	318,300	1,123,500	275,000
Bank N. Liberties	500,000	2,829,000	....	664,000	2,517,000	436,000
Southwark	250,000	1,517,944	1,945	517,683	1,462,297	207,570
Kensington	250,000	1,027,830	....	178,000	675,474	241,980
Penn	500,000	1,298,885	1,000	245,285	925,180	212,850
Western	400,000	1,352,454	22,588	508,334	2,014,996	210,710
Manufacturers'	1,000,000	2 807,000	....	395,000	1,795,000	531,000
Bank of Commerce	250,000	798,413	356	280,260	777,287	207,375
Girard	1,000,000	4,106,000	11,000	871,000	3,212,000	600,000
Tradesmen's	200,000	1,518,000	6,000	254,000	1,077,000	179,000
Consolidation	300,000	1,152,621	....	215,808	484,993	270,000
City	400,000	1,318,990	....	279,941	961,241	358,448
Commonwealth	900,000	829,000	....	121,000	566,000	213,000
Corn Exchange	500,000	1,951,000	12,064	634,000	2,011,000	271,050
Union	500,000	1,570,000	2,000	316,000	1,367,000	288,000
First	1,000,000	4,127,000	18,000	1,183,000	3,596,000	797,000
Third	300,000	968,000	....	293,000	878,800	260,780
Sixth	150,000	563,000	....	114,000	451,000	135,000
Seventh	300,000	630,000	....	151,000	433,000	219,350
Eighth	275,000	1,117,000	....	185,000	812,000	241,000
Central	750,000	4,125,000	20,000	885,000	3,480,000	540,000
Bank of Republic	1,000,000	2,195,000	1,700	319,000	856,000	783,000
Security	250,000	672,000	....	119,000	440,000	171,000
Total	$16,485,000	$59,918,947	$281,543	$12,928,861	$46,287,218	$10,617,613

The deviations from the returns of previous week are as follows:

Loans	Dec. $511,397	Deposits	Dec. $28,470
Specie	Inc. 22,900	Circulation	Dec. 34,156
Legal Tender Notes	Dec. 86,917		

The following are the totals for a series of weeks past:

Date.	Loans.	Specie.	Legal Tender.	Deposits.	Circulation
Nov. 6	61,278,733	258,015	13,512,725	47,498,769	10,689,946
Nov. 15	60,994,516	221,992	12,947,348	47,277,640	10,638,232
Nov. 22	60,460,841	238,643	13,015,276	46,525,788	10,651,769
Nov. 29	59,918,947	261,543	12,928,861	46,287,218	10,617,613

QUOTATIONS IN BOSTON, PHILADELPHIA AND OTHER CITIES.

SECURITIES.	Bid.	Ask.
BOSTON.		
Maine 6s	105	....
New Hampshire, 6s	108	....
Vermont 6s	54	....
Massachusetts 6s, Gold	....	....
do 5s, Gold	....	....
Boston 6s, Currency	108½	....
do 5s, gold	110	....
Chicago Sewerage 7s	....	....
do Municipal 7s	....	104½
Portland 6s	....	....
Aich. & Topeka 1st m. 7s	65¼	69¼
do land gr. 7s	66	66¾
do 2d 7s	....	87½
do land inc. 12s	94	94
Boston & Albany 7s	113½	....
Boston & Maine 7s	110	111
Burlington & Mo. Neb. 8s, 1894	100	100¾
do do Neb. 8s, 1883	....	....
Eastern Mass., 7s	54¾	....
Ind. Cin. & Laf. 7s, 1869	....	....
do equipment 10s	....	82½
do funded debt 7s	....	....
Ogdensburg & Lake Ch. 6s	....	....
Old Col. & Newport Bds, 7, '77	....	....
Rutland, new 7s	....	....
Verm't Can., 1st M., cons., 7, '86	10	....
do 2d Mort., 7, 1891	....	....
Vermont & Can., new, 8s	....	....
Vermont & Mass., 1st M. 6, '83.	....	....
STOCKS.		
Boston & Albany stock	131¼	132
Boston & Lowell stock	54	55
Boston & Maine	109	109¼
Boston & Providence	145¼	145¾
Burlington & Mo. in Nebraska	38	39¼
Cheshire preferred	....	42
Chicago, Bur. & Quincy	114¾	115
Cin., Sandusky & Clev. stock	8¾	9
Concord	....	20
Connecticut River	135¼	....
Connecticut & Passumpsic, pf.	....	85
Eastern (Mass.)	11¾	11¾
Eastern (New Hampshire)	15	....
Fitchburg	131¼	131¾
Manchester & Lawrence	....	....
Nashua & Lowell	....	....
Northern of New Hampshire	65	74
Norwich & Worcester	....	....
Ogdens. & L. Champlain	....	35
do do pref.	75	76
Old Colony	109	109½
Port., Saco & Portsmouth	....	66¾
Rutland common	....	....
do preferred	....	....
Vermont & Canada	28	30
Vermont & Massachusetts	100	....
Worcester & Nashua	97	....

BOSTON, PHILADELPHIA, Etc.—Continued.

SECURITIES.	Bid.	Ask.
PHILADELPHIA.		
STATE AND CITY BONDS.		
Pennsylvania 5s, coup	101	....
do do reg	....	....
do do 6s, 10-15, 2d	105¾	106¼
do do 15-25, 3d	113	114
Philadelphia 6s, old	....	....
do 6s, new	106¾	106¾
Allegheny County 5s, coup	....	....
Pittsburg 4s	....	....
do 5s	....	....
do 7s	107½	....
New Jersey State 6s, Exempts	....	....
Camden County 6s	....	....
Camden City 7s	....	....
Delaware 6s	....	....
Harrisburg City 6s	....	....
RAILROAD STOCKS.		
Camden & Atlantic	53	....
do do pref	54	55
Catawissa	19½	....
do pref	43¾	44
do new pref	42½	43
Elmira & Williamsport	28	....
Elmira & Williamsport pref.	....	....
East Pennsylvania	40	....
Huntingdon & Broad Top	7	8
do do pref.	13¾	14
Lehigh Valley	62¾	62¾
Little Schuylkill	51	51¾
Minehill	54	....
Nesquehoning Valley	55	55½
Norristown	99	100
Northern Central	82½	83
North Pennsylvania	52½	53
Oil Creek & Allegheny River	10¾	10¾
Pennsylvania	51	51¾
Philadelphia & Erie	19¾	19¾
Philadelphia & Reading	55¾	55¾
Philadelphia & Trenton	132	....
Phila., Wilming. & Baltimore	134¾	135
United N. J. Companies	....	....
West Chester consol. pref	....	....
West Jersey	....	....
CANAL STOCKS.		
Lehigh Navigation	50¾	50¾
Morris	52	....
do pref	180	....
Schuylkill Navigation	7¾	8
do pref	15	15½
RAILROAD BONDS.		
Allegheny Val. 7 3-10s, 1896	94	94¼
do 7s E. Ext., 1910	84	85
do Inc. 7s end. '94	....	50
Belvidere Delaware 1st m. 6, '77	100	....
do do 2d M. 6s, '85	96	....
do do 3d M. 6s, '87	93	....
Camden & Amboy, 6s, '83	101¾	....
do do 6s, '89	99	....
do do mort. 6s, '89	105	106
Cam. & Atlan. 1st m, 7s, g. 1903	103½	104¼
do 2d do 7s, 1890	91½	....
Cam. & Burlington Co. 6s, '97	106	....
Catawissa, new 7s, 1900	52	79
Cayuga Lake 1st m. g. 7s, 1901	94	95
Connecting 6s 1900-1904	....	....
Chartiers 7s, 1901	40	....
Dan., H. & Wilkes, 1st m., 7s, '87	101	....
Delaware mort. 6s, various	100	....
East Penn. 1st mort. 7s, '88	100	....
El. & W'msport, 1st m, 6s, '80	58	....
do do 5s, perp	102	....
Harrisburg 1st mort. 6s, '83	105	....
H. & B. T. 1st mort. 7s, '90	101	106
do 2d mort. 7s, '75	55	60
do 3d m. cons. 7s, '85	102	....
Ithaca & Athens g. 7s, '90	97	....
Junction 1st mort. 6s, '83	97	....
do 2d do 1900(93)	103	....
Lehigh Valley, 6s, 1898	97	98
do do do reg. 1898	103	....
do do do 7s, 1910	110	....
do do do reg. 1910	97	98
Little Schuylkill 1st m., 7, 1877	100	....
Northern Central, 2d m., 6s, '85	....	....
Northern Pacific 7 3-10s, 1900	15½	16
North Penn. 1st m, 6s, '85	105¾	106¼
do 2d m. 7s, '96	105	106
do chattel M. 10s	104	....
do gen. M. 7s, 1903	104½	105
Oil Creek & Alle. R. con. 7s, '88	56	60
Oil Creek 1st m. 7s, '82	....	82
Penn & N. Y. C. & R. R. 7s, '96-1906	105½	....
Pennsylvania, 1st M., 6, 1880	105	....
do gen. m. 1910, coup	102¾	....
do gen. m., reg., 1910	101¾	....
Perkiomen 1st m. 6s, '97	90	....
Phila. & Erie 1st m. 6s, '81	99	....
do 2d m. 7s, '88	88¾	89
Philadelphia & Reading 6s, '80	108	....
do do 7s, '93	108	....
do deb. bonds, '93	82	....
do g. m. 7s, c. 1911	105¾	107
do do reg. 1911	103½	....
do new cons. 7s, 1898	109	109¼
do Coal & I. Co m., 7s, '92-'3	....	....
Pitts., Cin. & St. Louis 7s, '90	76¾	77½
Shamokin V. & Pottsv. 7s, 1901	94	95
Steubenville & Indiana 7s, '84	76	....
Stony Creek, 1st m., 7s, 1907	100	....
Sunbury & Erie 1st m. 7s, '77	100	30
Sunbury & Lewiston 7s, 1850	....	30
Union & Titusville	....	....
United N. J. cons. m. 6s, '94	93¾	160
Warren & F. 1st m. 7s, '96	79	82
West Chester cons. 7s, '91	105¾	106
West Jersey 1st m. 6s, '96	100¾	....
do do 7s, 1897	105	....
Western Penn. RR. 7s, 1896	79	....
do do 8s P b '96	79	....
Wilming. & Read., 1st M., 7, 1900	44	....
do do 2d Mort, 1902	....	....
CANAL BONDS		
Delaware Division 6s, '78	97	....
Lehigh Navigation 6s, '84	103	103¼
do Rit, '97	101¾	102
do '7	96	....
do conv., '82	100	....
do conv., g. '94	105	....
do gold, '97	106½	107
Morris, 1st M., 6, 1876	100	....
do 2d M., 1876	100	....
do boat, '85	100	105
Pennsylvania 6s, 1910	69	....
Schuylkill Nav. 1st m. 6s, '97	95	96
do 2d m., 6s, 1907	82	....
do m. 6s, c., '95	....	....
do 6s, imp., '80	90	....
do 6s, boat & car. 1918	79	....
do 7s, boat & car. 1915	92¾	....
do scrip	95	....
Susquehanna 6s, 1894	....	....

SECURITIES.	Bid.	Ask.
BALTIMORE.		
Maryland 6s, defence, J. & J	110¾	111¼
do 6s, exempt, 1887	110½	....
do 6s, 1890, quarterly	104	....
do 5s, quarterly	89¾	90
Baltimore 6s, 1884, quarterly	106¼	107¼
do 6s, 1886, J. & J	107	107¾
do 6s, 1890, quarterly	107¼	108
do 6s, Park. 1890, Q—M	106	107½
do 6s, 1893, M. & S	106	107½
do 6s, exempt, '95, M. & S	109½	110
do 6s, 1900, J. & J	107¾	108
do 6s, 1902, do	107	107½
Norfolk Water, 8s	101	102
RAILROAD STOCKS. Par.		
Balt. & Ohio—Stock 100	173	175
do Wash. Branch 100	120	140
do Parkersburg Br. 50	7	9
Northern Central 50	83	84
Western Maryland 50	5	6½
Central Ohio 50	41½	42
Pittsburgh & Connellsville 50	7	12
RAILROAD BONDS.		
Balt. & Ohio 6s, 1880, J. & J	108½	109
do 6s, 1885, A. & O	106¾	109
N. W. Va., 3d M. (guar.) '85, J. & J	100	108
Pittsb. & Connellsv. 7s, '98, do	104¾	105¾
Northern Central 6s, 1885, do	103½	105
do 6s, 1900, A. & O	98	102
do 6s, gold, 1900, J. & J	100	108
Cen. Ohio 6s, 1st M., 1890, M. & S	99¾	100
W. Md. 6s, 1st M., (gr) '90, J. & J	104	106
do 1st M., 1890, J. & J	90	91
do 2d M. (guar.) J. & J	104	106
do 3d M., (pref.)	90	91
do 2 1 M. (gr. by W. & O.) J. & J	98	100
do 6s, 3d M., (guar.) J. & J	104	106
Mar. & Cin. 7s, F. & A., 1892	107¾	108
do 2d. M. & N	96	96¾
do 8s, 3d, J. & J	80¾	82
Union P.R., 1st guar., J. & J	....	....
do Canton endorsed	95½	97¼
MISCELLANEOUS.		
Baltimore Gas, certificates	106	107
People's Gas	27½	27¾
WASHINGTON.		
District of Columbia.		
Perm. Imp., 6s, g. J. & J., 1891	....	....
do 7s, 1891	96	98
Market Stock bonds, 7s, 1892	95	....
Water Stock bonds 7s, 1901	96	....
" 7s, 1903	96	....
Washington.		
5 year Certs., 7 3-10, 1875	....	....
Ten year Bonds, 6s, 1878	92	....
Fund. Loan (Cong.) 6 g. 1892	....	....
Fund. Loan (Leg.) 6s, g. 1902	95	....
Certs. of Stock (1828) 5s, at pleas	....	....
" " (1843) 6s, at pleas	80	....
Ches. & O. st'k ('47) 6s, at pleas	80	....
Georgetown.		
General stock, 6s, 1891	95	....
do 6s, at pleasure	80	....
Bounty stock, 6s, do	80	....
Market stock, 6s, do	80	....
Board of Public Works—		
Certs. Gen. Imp. 8s, 1871	84	86
do 1875	84	85
do 1876	84	86
do 1877	84	86
do 1878	84	86
do Series	84	86
Certificates, Sewer, 8s, 1873-77	50	....
Water Certificates, 8s, 1877	97	101
CINCINNATI.		
Cincinnati 5s	*80	85
do 6s	*92	94
do 7s	*103	105
do 7-30s	*105	107
Cincinnati South'n RR. 7.30s	* 101	103
Ham. Co., Ohio 6 p. c. long bds.	*92	94
do do 7 p. c., 1 to 5 yrs.	99¾	103
do do 1g bds, 7 & 7.30s	*102	105
Cin. & Cov. Bridge stock, pref	120	125
do bonds, long	90	95
Cin., Ham. & D., 1st M., 7, 80	99	101
do do 2d M., 7, '85	94	95
do do 3d M., 8, 77	103	103½
Cin., Ham. & Ind. 7s guar	81	82½
Cin. & Indiana, 1st M., 7	88	90
do do 2d M., 7, 1877	72	75
Colum., & Xenia, 1st M., 7, '90	100	118
Dayton & Mich., 1st M., 7, 81	100	103
do do 2d M., 7, '84	92½	94
do do 3d M., 7, '88	88	90
do To'do dep. bds, 7, '81-'94	96	100
Dayton & West., 1st M., 1881	*100	....
do do 1st M., 1905	85	90
do do 1st M., 6, 1905	75	80
Ind., Cin. & Laf., 1st M., 7	68	70
do (I. & C.) 1st M., 7, 1888	83	90
Little Miami, 6, 1883	92	93
Cin. Ham. & Dayton stock	48	50
Columbus & Xenia stock	96	100
Dayton & Michigan stock	41	42
do 8 p. c. st'k guar	103	104
Little Miami stock	93	94
LOUISVILLE.		
Louisville 6s, '82 to '87	88¼	89¼
do 6s, '97 to '98	88	89
do Water 6s, '87 to '89	88	89
do Water Stock 6s, '97	88	89
do Wharf 6s	99	99
do special tax 6s of '89	88	89
Jeff., Mad. & L. 1st M. (J. & M) 7, '81	....	....
do do 2d M., 7	70	71¾
do do 1st M., 7, 1906	89	89¾
Louisv. C. & Lex., 1st M., 7, '97	73	74
Louis. & Fr'k., 1st M., 6, '76-'78	84	85
do do Louisv. Loan, 6, '81	89	90
L. & Nash. 1st M. (m. s.), 7, '77	95	96
do Lou. Loan (m. s.) 6, '86-'87	88¼	89
do do (Leb. Br.) 6, '86	88½	90
do 1st M. (Mem. Br) 7, '70-'75	98¾	99
do 1st M. (Leb. br. ex) 7, '80-'85	88	89
do Lou. L'n (Leb. br. ex) 6, '93	88	88¾
do Consol. 1st M., 7, 1898	93	94
Jefferson., Mad. & Ind	....	8
Louisv., Cin. & Lex., pref	7	8
do do common	4	6
Louisville & Nashville	37	38¼
ST. LOUIS.		
St Louis 6s, Long Bonds	*99	100¾
do Water 6s gold	105¾	107¾
do do (new)	105	....
do Bridge Approach g. 6s	105	....
do Renewal gold 6s	* 105	....
do Sewer g. 6s (due '91-2-3)	105	....
St Louis Co. new Park g. 6s	102	103¾
do c'y, 7s	103¾	104¼
At & Pacific guar. land grants	90	....
do 2d M. (funded)	15	....

* And interest.

GENERAL QUOTATIONS OF STOCKS AND BONDS IN NEW YORK.

U. S. Bonds and active Railroad Stocks are quoted on a previous page. Prices represent the per cent value, whatever the par may be.

SECURITIES.	Bid.	Ask.
State Bonds.		
Alabama 5s, 1883	30	....
do 5s, 1886	30	....
do 8s, 1886	....	30
do 8s, 1888	....	....
do 8s, Ment. & Eut'la R.	....	....
do 8s, Ala. & Chat. R.	....	....
do 8s, ... of 1892	....	....
Arkansas 6s, funded	35	....
do 7s, L. R. & Ft. S. iss.	10	....
do 7s, Memphis & L. R.	10	....
do 7s, L. R., P. B. & N. O.	10	....
do 7s, Miss. O. & R. Riv.	10	....
do 7s, Ark. Cent. R.	....	13
Connecticut 6s	106	....
Georgia 6s	92	....
do 7s, new bonds	102	....
do 7s, endorsed	99	....
do 7s, gold bonds	99¾	101
Indiana 5s	103¾	....
Illinois 6s coupon, 1877	108¼	....
do do 1879	108½	....
do War loan	103½	....
Kentucky 6s	105½	....
Louisiana 6s	88¾	....
do do new bonds	38	....
do do new floating debt	38	....
do 7s, Penitentiary	38	....
do 6s, levee bonds	88¾	....
do 8s, do	....	30
do 8s, do 1875	38½	....
do 8s, ... of 1910	10	....
Michigan 6s, 1878-79	108	....
do 6s, 1883	106	....
do 7s, 1890	109	....
Missouri 6s, due in 1875	....	....
do do 1876	....	102¼
do do 1877	....	....
do do 1878	102	....
do do 1879	....	....
do do 1880	....	....
Funding bonds due in 1894-5	102½	....
Long bds. due '81 to '91 incl.	102¼	102¾
Asylum or Univers., due 1892	101½	....
Han. & St. Joseph, due 1876	101¾	....
do do do 1886	101¾	....
do do do 1887	101¾	102¼
New York Bounty Loan, reg.	107¼	107¾
do do coup.	....	....
do 6s, Canal Loan, 1877	....	....
do 6s, do 1878	....	....
do 6s, gold reg. 1887	116	....
do 6s, do coup. 1887	116	....
do 6s, do loan ..1883	....	....
do 6s, do do ..1891	....	....
do 5s, do do ..1876	....	....
North Carolina 6s, old, J. & J.	16	....
do A. & O.	16	17
do N. C. RR. J. & J.	50	....
do do A. & O.	50	....
do do coup off J. & J.	30	....
do do do off A. & O.	30	....
do Funding act, 1866	9	....
do do 1868	8½	....
do New bonds, J. & J.	8	....
do do A. & O.	8	....
do Special tax, Class 1	....	4½
do do Class 2	4	....
do do Class 3	3¾	4
Ohio 6s, 1875	102½	....
do 6s, 1881	105	....
do 6s, 1886	108	....
Rhode Island 6s	106	....
South Carolina 6s	32¼	....
do Jan. & July	32	....
do April & Oct	32	....
do Funding act, 1866	32	....
do Land C, 1869, J. & J.	32	....
do Land C, 1869, A. & O.	32	....
do 7s, ... of 1888	33	....
do nonfundable bonds	....	5¼
Tennessee 6s, old	45½	47
do do ex coupon	....	45¾
do do do new series	....	45
Texas, 10s, of 1876	....	....
Virginia 6s, old	38	....
do do new bonds, 1866	....	....
do do do 1867	....	....
do do consol. bonds	73	....
do do ex matu'd coup.	67½	....
do do consol. 2d series	45	46
do do deferred bonds	9	9½
District of Columbia 3.65s	66½	67½
Railroad Stocks.		
(Active previously quoted.)		
Albany & Susquehanna	103	....
Central Pacific	98	....
Chicago & Alton	97	....
do do pref	....	....
Chic., Bur. & Quincy	114	114¼
Cleve., Col., Cin. & Indianap.	56½	58
Cleveland & Pittsburg, guar.	90	90¾
Dubuque & Sioux City	65	....
Erie pref	....	85
Hannibal & St. Joseph, pref.	27	....
Illinois Central	93	94
Indianap. Cin. & Lafayette	3	....
Joliet & Chicago	....	....
Long Island	....	....
Marietta & Cin., 1st pref	....	....
do 2d pref	....	....
Morris & Essex	108¾	109¾
Missouri, Kansas & Texas	....	....
New Jersey Southern	....	....
N. Y., New Haven & Hartford	146	147
Ohio & Mississippi, pref	....	....
Pitts., Ft. W. & Chic., guar	36¾	99
do do special	....	....
Rensselaer & Saratoga	....	....
Rome, Watertown & Ogdens	....	....
St. Louis, Alton & T. Haute	....	....
do do pref	....	....
Belleville & So. Illinois, pref	....	....
St. Louis, Iron Mount. & South.	15¾	30
Terre Haute & Indianapolis	....	....
Toledo, Peoria & Warsaw	....	....
Toledo, Wab. & Western, pref	....	....
Warren	....	....
Miscellaneous Stocks		
American District Telegraph	....	....
Canton Co., Baltimore	33	....
Cent. N. J. Land Improv. Co	20	....
Delaware & Hudson Canal	123	123¼
American Coal	....	50
Consonndation Coal of Md	45¾	48
Mariposa L. & M. Co., ass't paid	....	....
do do pref	....	....
Cumberland Coal & Iron	....	....
Maryland Coal	....	13
Pennsylvania Coal	275	....
Spring Mountain Coal	....	....

SECURITIES.	Bid.	Ask.
Railroad Bonds. *(Stock Exchange Prices.)*		
Albany & Susq., 1st bonds	113¾	....
do do 2d do	105½	107
do do 3d do	....	....
Boston, Hartf. & Erie, 1st mort	19	24
do do guar	....	....
Bur., C. Rapids & Minn. 1st 7s, g	36	83½
Chesapeake & Ohio 6s, 1st m	31¼	38
do do ex coup	....	....
Chicago & Alton sinking fund	....	....
do do 1st mort	115	....
do do income	....	....
Joliet & Chicago, 1st mort	112	....
Louisiana & Mo., 1st m., guar	....	100
St. Louis, Jack. & Chic., 1st m	99	....
Chic., Bur. & Q. 8 p. c. 1st m	....	....
do do consol. m. 7s	109½	102¾
Chicago, Rk. Island & Pacific	110¼	110¾
do do S. F. Inc., '95	99	100
Central of N. J., 1st m., new	114	....
do do 1st consol	107½	....
do do con. conv	105¼	105¾
Lehigh & Wilkes B. con. guar	94¾	....
Am. Dock & Improve. bonds	100¼	100¾
Mil. & St. Paul 1st m. 8s, P. D	113	114
do do 2d m 7-10 do	94	95
do do 7s, gold, R. D	90½	95
do do 1st 7s £ do	....	....
do do 1st m., La C. D.	96¾	97
do do 1st m. I. & M. D.	84	85
do do 1st m. I. & D.	81	....
do do 1st m. H. & D.	....	....
do do 1st m. C. & M.	....	90
do do 1st Consol.	81¾	81¾
do do 2d m. do	....	91
Chic. & N. Western sink. fund.	104¼	108
do do int. bonds	....	....
do do consol. bds	98½	99
do do ext'n bds.	90	....
do do 1st mort	100¾	....
do do cp. gld. bds	84½	84¾
do do reg. do	83¾	84¼
Iowa Midland, 1st mort. 8s	....	....
Galena & Chicago Extended	....	107
Peninsula, 1st mort., conv	98	....
Chic. & Milwaukee, 1st mort	100	....
Winona & St. Peters, 1st mort	77	....
do do 2d mort	50	....
C., C., C. & Ind's. 1st m. 7s, S. F.	105¾	106½
do Consol. m. bonds	....	....
Del., Lack. & Western, 2d m	....	115
do do 7s, conv.	122	....
Morris & Essex, 1st mort	115	116
do do 2d mort	109¾	....
do do bonds, 1900	....	....
do do construction	100	102¼
do do 7s of 1871	....	....
do do 1st con. guar.	135¾	136¾
Erie, 1st mort., extended	108	....
do do endorsed	....	....
do 2d mort., 7s, 1879	101¾	102¾
do 3d do 7s, 1883	....	97
do 4th do 7s, 1880	91	94
do 5th do 7s, 1888	90	92
do 7s, cons. mort. gold bds.	....	....
Long Dock bonds	....	....
Buff., N. Y. & Erie, 1st m., 1877	90	....
do do do large bds	80	....
Han. & St. Jo. land grants	....	....
do do 8s, conv. mort	79¾	82
Dubuque & Sioux City, 1st m	....	....
do do 2d div	....	....
Cedar Falls & Minn., 1st mort	80½	85
Indianap., Bl. & W., 1st mort	....	....
do do 2d mort	12	....
Mich. So. 7 p. c. 2d mort	100¾	101¾
Mich. S. & N. Ind., S. F., 7 p. c.	102¾	....
Cleve. & Tol. sinking fund	107	109
do do new bonds	102	....
Cleve., P'ville & Ash., old bds	103¾	....
do do new bds	101½	....
Detroit, Monroe & Tol. bonds	101¾	....
Buffalo & Erie, new bonds	100¼	....
Buffalo & State Line 7s	102	....
Kalamazoo & W. Pigeon, 1st	....	....
Lake Shore Div. bonds	100¾	....
do Cons. coup., 1st	108	....
do Cons. reg., 1st	102	104
do Cons. coup., 2d	....	....
do Cons. reg., 2d	98¾	....
Marietta & Cin., 1st mort	106	....
Mich. Cent., consol. 7s, 1902	100¾	101¼
do 1st m. 8s, 1882, s. f.	....	....
do equipm't bonds	....	....
New Jersey Southern, 1st m. 7s	....	....
do do consol. 7s	....	....
N. Y. Central 6s, 1883	101¾	102
do 6s, 1887	100¾	....
do 6s, real estate	....	....
do 6s, subscription	....	100¼
do 7s, 1876	102¾	....
do 7s, conv., 1876	....	....
do & Hudson, 1st m., coup.	121	....
do do 1st m., reg.	116¾	118
Hudson R. 7s, 2d m. fd. 1885	....	....
Harlem, 1st mort. 7s, coup	112¾	113
do 7s, reg	....	....
North Missouri, 1st mort	....	....
Ohio & Miss., consol. sink. fd.	93¾	94
do do consolidated	93	....
do do 2d do	68	69¼
do do 1st Spring. div.	....	....
Central Pacific gold bonds	106¾	106¾
do San Joaquin br'nch	....	89¾
do Cal. & Oregon 1st	90	....
do State aid bonds	112	113½
do L. G. bonds	90	94½
Western Pacific bonds	93¾	94¼
Union Pacific, 1st mort. bonds	105¾	105¾
do Land grants, 7s	100	100¾
do Sinking fund	95¾	95¾
Atlantic & Pacific land gr. m	20	....
South Pacific RR. bds. of Mo.	64	....
Pacific R. of Mo., 1st mort	83¼	85
do do 1st Caron't B.	64	....
do do 2d mort	64	70
Pacific R. 7s, guarant'd by Mo.	102¾	....
Pitts., Ft. W. & Chic., 1st mort	113	113½
do do 2d mort	109	....
do do 3d mort	101	104
Cleve. & Pitts. consol. s. fund	106	107
do do 4th mort	102¼	102¾
Col., Chic. & Ind. C. 1st mort	49¾	51
do do 2d mort	16	....
Rome, Watert'n & Og. con. 1st	....	92
St. L. & Iron Mountain, 1st m	92¼	94
do do 2d m	....	50
Alton & T. H., 1st mort	106	109
do do 2d mort. pref	85	87
do do 2d mort. income	67	68
Belleville & S. Ill. R. 1st m. 8s	....	....
Tol., Peoria & Warsaw, S. D.	78	....
do do W. D.	66	75
do do Bur. Div.	....	....
do do 2d mort.	....	....
do do consol. 7s	....	....

SECURITIES.	Bid.	Ask.
Tol. & Wabash, 1st m. extend.	80	80¾
do do 1st m. St. L. div	57½	58
do do 2d mort	....	51
do do equipm't bds	....	20
do do con. convert	....	30
Hannibal & Naples, 1st mort	30	50
Great Western, 1st mort., 1893	75	80
do 2d mort., 1893	50½	....
Quincy & Toledo, 1st mort. 1890	....	50
Illinois & So. Iowa, 1st mort	30	....
Lafayette, Bl'n & Miss., 1st m	61	63
Han. & Central Missouri, 1st m	....	....
Pekin, Lincoln & Decatur, 1st m	....	....
Boston & N. Y. Air Line 1st m	101½	103
Cin., Lafayette & Chic., 1st m	....	....
Del. & Hudson Canal, 1st m., '91	110¼	112
do do 1884	110	....
do do 1877	102	103
do do coup. 7s, 1894	....	....
do do reg. 7s, 1894	....	....
Long Island RR., 1st mort	....	100½
South Side, L. I., 1st m. bonds	....	....
do sinking fund	....	....
Western Union Tel., 1900, coup	....	98
Miscellaneous Bonds. *(Brokers' Quotations.)*		
CITIES.		
Albany, N. Y., 6s	102	106
Buffalo Water	106	107
do Park	106	107
Chicago 6s, long dates	98	100
do 7s, sewerage	104	105
do 7s, water	104	....
do 7s, river improvement	104	....
do 7s, various	108¾	....
Cleveland 7s	104¼	105¼
Detroit Water Works 7s	106	106¼
Elizabeth City, due '95	96	97
" " '85	98	99
Hartford 6s	102	103
Indianapolis 7-30s	100	102
Newark City 7s	107	108
Oswego	103	104
Poughkeepsie Water	105	106
Rochester City Water bds., '98	106	107
Toledo 7-30s	102	103
Yonkers Water, due 1903	104	105
RAILROADS.		
Atchison & P. Peak, 6s, gold	20	25
Atlantic & Pacific L. G. 6s, gld	30	....
Atchison & Nebraska, 8 p. c	20	30
Bur. & Mo. Riv., Land m. 7s	105	....
do do 2d S., do 7s	108	....
do do 3d S., do 8s	108	....
do do 4th S., do 8s	108	....
do do 5th S., do 8s	108	....
do do 6th S., do 8s	109	....
Bur., C. R. & M. (M. div.), g. 7s	23½	26
Cairo & Fulton, 1st 7s, gold	56	58
California Pac. RR. 7s, gold	70	....
do 6s, 2d m., g	....	70
Canada Southern 1st m	54	55½
do with int. certifs.	55	60
Central Pacific 7s, gold, conv.	104¼	105¾
General of Iowa 1st m. 7s, gold	34	36
do do 2d m. 7s, gold	....	....
Keokuk & St. Paul 8s	104	....
Carthage & Bur. 8s	104	....
Dixon, Peoria & Han. 8s	104	....
O. O. & Fox R. Valley 8s	104	....
Quincy & Warsaw 8s	104	....
Illinois Grand Trunk	104	....
Chic., Dub. & Minn. 8s	40	60
Peoria & Hannibal R. 8s	104	....
Chicago & Iowa R. 8s	92	97
American Central 8s	104	....
Chic. & S'thwestern 7s, guar	22	....
Chesapeake & O. 2d m. gold 7s	....	15
Col. & Hock. V. 1st 7s, 30 years	98	....
do do 1st 7s, 10 years	32	....
do do 2d 7s, 20 years	....	90
Chicago, Clinton & Dub. 8s	20	40
Chic. & Can. South. 1st m. g. 7s	25	37
Ch. D. & V., I. div., 1st m. g. 7s	32	37
Chic., Danv. & Vincen's 7s, gld	20	28
Connecticut Valley 7s	92	94
Connecticut Western 1st 7s	70	80
Chicago & Mich. Lake Shore	25	35
Dan., Urb., Bl. & P. 1st m. 7s, g	34	37
Des Moines & Ft. Dodge 1st 7s	....	30
Detroit, Hillsdale & In. RR. 8s	....	....
Detroit & Bay City 8s guar	....	....
Detroit, Eel River & Ill. 8s	60	70
Det., Lans. & Lake M. 1st m. 8s	....	60
do do 2d m. 8s	....	....
Dutchess & Columbia 7s	....	35
Denver Pacific 7s, gold	....	75
Denver & Rio Grande 7s, gold	50	55
Evansville & Crawfordsv., 7s	95	100
Erie & Pittsburg 1st 7s	85	....
do do 2d 7s	....	....
do do 7s, equip	....	83
Evansville, Hen. & Nashv. 7s	....	60
Elizabethtown & Padu. 8s, con.	....	....
Evansville, T. H. & Chic. 7s, g	78	84
Flint & Pere M. 7s, Land grant	90	95
Fort W., Jackson & Sag. 8s	60	70
Grand R. & Ind. 1st guar. 7s	100	106
do 1st L. G. 7s	....	78
do 1st ex L. G. 7s	50	55
Grand River Valley 8s	....	100
Hous. & Texas C. 1st 7s, gold	85	90
Indianap. & Vincen. 1st 7s, guar	78	....
Iowa Falls & Sioux C. 1st 7s	38	95
Indianapolis & St. Louis 7s	75	82½
Houston & Gt. North. 1st 7s, g.	60	....
International (Texas) 1st g.	60	61¾
Int., H. & G. N. conv. 8s	....	....
Jackson, Lansing & Sag. 8s	....	98
Kansas Pac. 7s, extension, gold	70	75
do 7s, land grant, gld	70	77
do 7s, do new gld	60	....
do 6s, gld, June & Dec	59	61
do 6s, do Feb. & Aug	62	65
do 7s, 1876, land grant	95	....
do 7s, Leaven. br'nch	55	65
do Incomes, No. 11	....	20
do do No. 10	....	20
do Stock	14	16
Kalamazoo & South H. 8s, guar	90	100
Kal., Alleghan. & G. R. 8s, guar	92	96
Kansas City & Cameron 10s	90	100
Kan. C., St. Jo. & C. B. 8s of '85	....	50
do do do 8s of '98	....	....
Keokuk & Des Moines 1st 7s	....	90
do 1st coup, Oct., '75	72½	75
do funded int. 8s	92½	95
do pref. stock	20	25
L. Ont. Shore RR. 1st m. gld 7s	....	60
Lake Sup. & Miss. 1st 7s, gold	25	28
Leav., Atch. & N. W. 7s, guar	60	....
Leav., Law. & Gal. 1st m., 10s	18	22
Logan., Craw. & S. W. 8s, gld	10	15
Michigan Air Line 8s	95	100
Monticello & P. Jervis 7s, gold	....	40
Montclair 1st 7s, gold	....	....
Mo., Kansas & Texas gold	50	53

SECURITIES.	Bid.	Ask.
Mo. R., Ft. S. & Gulf 1st m. 10s	50	....
do do 2d m. 10s	....	40
N. Haven, Middlet'n & W. 7s	....	40
N. J. Midland 1st 7s, gold	30	33½
do 2d 7s	10	14
New Jersey & N. Y. 7s, gold	....	90¾
N. Y. & Osw. Mid. 1st 7s, gold	15	17¾
do do 2d 7s, conv	....	4¼
North. Pac. 1st m. gold 7 3-10s	15	16¾
Omaha & Southwestern RR. 8s	90	95
Oswego & Rome 7s, guar	90	100
Peoria, Pekin & J. 1st mort	70	75
Peoria & Rock I. 7s, gold	46	50
Port Huron & L. M. 7s, gld, end	20	....
Pullman Palace Car Co. stock	83¼	83¾
do bds, 8s, 4th series	....	....
Rockf'd, R. I. & St. L. 1st 7s, gld	7¾	11
Rens. & Saratoga 7s, gold	40	....
Sioux City & Pacific 8s	55	....
Southern Minn. construc. 8s	55	....
do 7s	71	75
St. Jo. & C. Bl. 1st mort. 10s	80	90
do do 8 p. c.	....	....
Sandusky, Mans. & Newark 7s	90	....
St. Louis, Vandalia & T. H. 1st	95	100
do do 2d, guar	75	82
St. L. & So'eastern 1st 7s, gold	38	42
St. L. & I. Mt. (Ark. Br.) 7s, g	30	....
Southern Central of N. Y. 7s	75	....
Union & Logansport 7s	....	70
Union Pacific, So. branch, 6s, g	54	....
Walkill Valley 1st 7s, gold	....	70
West Wisconsin 7s, gold	42	47
Wisconsin Valley 8s	....	70
Southern Securities. *(Brokers' Quotations.)*		
STATES.		
Louisiana new consol. 7s	58	60
South Carolina new consol. 6s	51	53
Texas State 6s, 1877	92½	95
do 6s, 1891-3	30	35
do 7s, gold	98	100
do 10s, of 1884	102½	105
do 10s, pension	100	102¼
CITIES.		
Atlanta, Ga., 7s	73	75
do 8s	88	85
Augusta, Ga., 7s, bonds	85	87
Charleston stock 6s	53	58
Charleston, S. C., 7s, F. L. bds	66	70
Columbia, S. C., 6s	....	63
Columbus, Ga., 7s, bonds	75	80
Lynchburg 6s	75	85
Macon, 7s, bonds	80	85
Memphis old bonds, 6s	40	50
do new bonds, 6s	50	40
do 8s, (coups. on)	35	45
Mobile 5s, (coups. on)	30	40
do 8s, (coups. on)	30	40
Montgomery 8s	10	30
Nashville 6s, old	70	80
do 6s, new	....	70
New Orleans 5s	28	33
do consol. 6s	35	45
do bonds, 7s	37	38
do gold 7s, quarterly	17	30
do 10s	25	33
do to railroads, 6s	30	35
Norfolk 6s	70	75
Petersburg 6s	75	80
Richmond 6s	88	90
Savannah 7s, old	85	87
do 7s, new	85	87
Wilmington, N. C., 6s, gold	....	65
do do 8s, gold	....	80
RAILROADS.		
Ala. & Chatt. 1st m. 8s, end	14	20
Ala. & Tenn. R. 1st mort. 7s	....	32
do do 2d mort. 7s	....	42
Atlantic & Gulf, consol	68	73
do do end. Savan'h.	79	83
do do stock	1	10
do do do guar	....	30
Carolina Central 1st m. 6s, g	....	50
Central Georgia consol. m. 7s	96	98
do stock	54	58
Charlotte Col. & A. 1st M. 7s	30	40
do do stock	5	10
Charleston & Savannah 6s, end	20	40
Savannah & Char. 1st m. 7s	....	50
Cheraw & Darlington 7s	....	90
East Tenn. & Georgia 6s	65	70
East Tenn. & Va. 6s, end. Tenn	67	70
E. Tenn. Va. & Ga. 1st m. 7s	87	94
do do stock	40	50
Georgia RR. 7s	96	100
do stock	75	80
Greenville & Col. 7s, guar	49	53
do do 7s, certif	49	52
Macon & Brunswick end. 7s	90	100
Macon & Augusta bonds	....	88
do do endorsed	....	90
do do stock	....	15
Memphis & Charleston 1st 7s	17	22
do do 2d 7s	60	65
do do stock	7	9
Memphis & Little Rock 1st m	....	65
Mississippi Central 1st m. 7s	70	80
do do 2d m. 8s	58	65
Mississippi & Tenn. 1st m. 7s	80	90
do do consol. 8s	60	64
Montgomery & West P. 1st 8s	90	92
do do income	....	20
Mont. & Eufaula 1st 8s, g. end.	35	36
Mobile & Ohio sterling	33	41
do do do ex certif	38	41
do do 8s, interest	25	30
do do 2d mort. 8s	10	15
do do stock	....	5
N. Orleans & Jacks. 1st m	50	70
do do certif's 8s	65	72
N. Orleans & Opelous. 1st m. 8s	....	15
Nashville & Chattanooga 6s	72	75
Norfolk & Petersburg 1st m. 8s	....	93
do do 7s	....	88
do do 2d m. 8s	88	92
Northeastern, S. C., 1st m. 8s	....	22
do do 2d m. 8s	....	85
Orange & Alexandria, 1sts, 6s	....	90
do do 2ds, 6s	70	75
do do 3ds, 8s	....	90
do do 4ths, 8s	55	65
Richm'd & Petersb'g 1st m. 7s	....	90
Rich., Fre'ksb'g & Poto. 6s	....	80
do do do conv. 7s	....	80
Rich. & Danv. 1st consol. 6s	69	73
Southwest RR. Ga., 1st m.	....	....
S. Carolina RR. 1st m. 7s, new	90	92
do do 6s	51	56
do do 7s	54	60
do do stock	9	10
West Alabama 8s, guar	83	90
PAST DUE COUPONS.		
Tennessee State coupons	45	50
Virginia coupons	40	43
do consol. coup	87	90
Memphis City coupons	40	50

NEW YORK LOCAL SECURITIES.

Bank Stock List.

Companies. (Marked thus (*) are not National.)	Capital. Par	Capital. Amount.	Dividends. Periods.	1873	1874	Last Paid.	Price. Bid.	Price. Askd
America*	100	3,000,000	J. & J.	10	10	July 1, '75..5	152½	.....
American Exchange	100	5,000,000	M.&N.	8	8	Nov. 1, '75..4	116	119
Bowery	100	250 000	J. & J.	....	12	July 1, '75..6	.....	.....
Broadway	25	1,000,.00	J. & J.	24	24	July 1, '75..12	.....	.....
Bull's Head*	10	200,000	Q—J	16	....	Sept. 1, '75..4	.....	.....
Butchers & Drovers	25	800,000	J. & J.	10	10	July 1, '75..5	.....	.....
Central	100	2,000,000	J. & J.	8	4	July 1, '75..4	100	115
Chatham	25	450,000	J. & J.	12	10	July 1, '75..5	140	160
Chemical	100	300,000	ex. 2 mos	100	91	Sept. 1, '75.15	1,600	...
Citizens'	25	600,000	J. & J.	10	10	July 1, '75..4	.....	.....
City	100	1,000,000	Q—F	20	20	Nov. 1, '75..5	200	.....
Commerce	100	10,000,000	J. & J.	8	8	July 1, '75..4	120	.....
Continental	100	1,500,000	J. & J.	....	4	July 1, '75..4	.....	87
Corn Exchange*	100	1,000 000	F. & A.	10	10	Aug. 2, '75..5	132	.....
Currency	100	100,000	J. & J.	12	8	July 1, '74..4	.....	.....
Dry Goods*	100	1,000,000	J. & J.	7	....	July 10, '75..3	.....	.....
East River	25	350,000	J. & J.	8	8	July 1, '75..4	.....	.....
Eleventh Ward*	25	200,000	J. & J.	7	7	July 1, '75..3½	.....	.....
Fifth	100	150,000	Q—J.	14	11	July 1, '75..2½	.....	.....
First	100	500,000	Q—J.	15	14	July 1, '75..4	200	.....
Fourth	100	5,000,000	J. & J.	9	8	July 1, '75..4	.....	99
Fulton	30	600,000	M.&N.	10	11 2-3	Nov. 1, '75..5	152	.....
Gallatin	50	1,500,000	A. & O.	8	8	Oct. 9, '75..4	.....	.....
German American*	100	1,000,000	F. & A.	8	8	Feb. 1, '74..3	.....	80
German Exchange*	100	200,000	M.&N.	....	7	May 1, '74..	.....	.....
Germania*	100	200,000	M.&N.	10	10	May 1, '75..8	.....	.....
Greenwich*	25	200,000	M.&N.	20	20	May 1, '75..10	.....	.....
Grand Central*	25	100,000	M.&N.	....	....	....	.....	.....
Grocers*	40	300,000	J. & J.	10	10	July 1, '75..5	.....	.....
Hanover	100	1,000,000	J. & J.	8	8	July 1, '75..4	.....	.....
Harlem*	100	100,000	M. & S.	8	8	Mch. 1, '75..4	.....	.....
Importers' & Traders'	100	1,500,000	J. & J.	14	14	July 1, '75..7	197	.....
Irving	50	500,000	J. & J.	....	10	July 1, '75..5	.....	130
Island City	50	100,000	....	....	....	....	.....	.....
Leather Manufactrs	100	600,000	J. & J.	12	12	July 1, '75..6	.....	.....
Loaners'*	100	500,000	F. & A.	7	8½	Feb. 12, '74.8½	.....	.....
Manufctrers'& Build.*	100	400,000	J. & J.	10	9	Jan. 10, '75..4	.....	.....
Manhattan*	50	2,050,000	F. & A	10	10	Aug. 10, '75..5	.....	135
Manuf. & Merchants'.	100	800,000	J. & J.	4	....	July 1, '75..3½	.....	80
Marine	100	400,000	J. & J.	12	11	July 1, '75..5	.....	.....
Market	100	1,000,000	J. & J.	10	10	July 1, '75..4	.....	.....
Mechanics	25	2,000,000	J. & J.	10	10	July 1, '75..5	136	145
Mech. Bkg Asso'tion	50	500,000	M.&N.	8	7½	Nov. 1, '73..3	.....	.....
Mechanics & Traders	25	600,000	M.&N.	10	10	Nov. 1, '75..5	.....	.....
Mercantile	100	1,000,000	M.&N.	10	9	Nov. 1, '75..4	108	.....
Merchants	50	3,000,000	J. & J.	8	8	July 1, '75..4	128	134
Merchants' Ex	50	1,000,000	J. & J.	6	4	July 1, '75..4	.....	104
Metropolis*	100	500,000	J. & J.	....	8	July 1, '75..4	.....	.....
Metropolitan	100	4,000,000	J. & J.	10	10	July 5, '75..5	.....	.....
Murray Hill*	100	200,000	A. & O.	4	8	Oct. 1, '75..4	.....	.....
Nassau*	100	1,000,000	M.&N.	8	8	Nov. 10, '75..4	108	.....
New York	100	3,000,000	J. & J.	10	10	July 1, '75..5	152	154
New York County	100	200,000	J. & J.	14	13	July 1, '75..7	.....	.....
N. Y. Nat. Exchange	100	500,000	J. & J.	6	....	July 1, '75..3½	.....	.....
N.Y. Gold Exchange*	100	500,000	J. & J.	5	....	May, '73..5	129	.....
Ninth	100	1,500,000	J. & J.	8	8	Jan. 2, '75..4	80	.....
North America*	100	1,000,000	J. & J.	8	8	July 1, '75..4	.....	102¾
North River*	50	400,000	J. & J.	7	7	July 1, '74.3½	.....	.....
Oriental*	25	300,000	J. & J.	12	12	July 1, '75..6	.....	.....
Pacific*	50	422,700	Q—F.	12	12	Nov. 1, '75..3	.....	.....
Park	100	2,000,000	J. & J.	12	12	July 1, '75..6	149	.....
Peoples*	25	412,500	J. & J.	10	10	July 1, '75..5	.....	.....
Phenix	20	1,800,000	J. & J.	7	7	July 1, '75.3½	100	.....
Produce*	100	250,000	....	3½	3½	July 18, '74.3½	.....	.....
Republic	100	2,000,000	F. & A.	8	8	Feb. 8, '75..4	85	87
St. Nicholas	100	1,000,000	F. & A.	8	8	Aug. 9, '75..4	100	104
Seventh Ward	100	300,000	J. & J.	6	3	July 1, '75..3	.....	.....
Second	100	300,000	J. & J.	10	12	July 1, '75..7	.....	.....
Shoe and Leather	100	1,000,000	J. & J.	12	12	July 1, '75..6	151	.....
Sixth	100	300,000	J. & J.	9	8	July 1, '75..4	.....	.....
State of New York	100	2,000,000	M.&N.	8	8	Nov. 10, '75..4	104	106
Tenth	100	1,000,000	J. & J.	....	2½	Jan. 2, '74.2½g	.....	.....
Third	100	1,000,000	J. & J.	8	8	July 1, '75..4	.....	.....
Tradesmen's	100	1,000,000	J. & J.	12	10	July 1, '75..5	.....	.....
Union	50	1,500,000	M.&N.	11	10	Nov. 1, '75..5	.....	.....
West Side*	100	500,000	J. & J.	8	8	July 1, '75..4	.....	.....

Gas and City R.R. Stocks and Bonds.

[Quotations by Charles Otis, Broker, 47 Exchange Place.]

Gas Companies.	Par	Amount.	Periods.	Rate per cent.	Last dividend.	Bid.	Askd
Brooklyn Gas Light Co	25	2,000,000	Q—F.	5	July, '75	250	.....
Citizens' Gas Co (Bklyn	20	1,200,000	Q—J.	2½	Oct., '75	.....	155
do certificates	....	300,000	A. & O.	4	Apr., '75.	101	.....
Harlem	50	1,850,000	F. & A.	4	Aug., '75.	.....	140
Jersey City & Hoboken	20	386,000	J. & J.	5	July, '75.	.....	170
Manhattan	50	4,000,000	J. & J.	5	July, '75.	310	.....
Metropolitan	100	2,500,000	M. & S.	5	Sept 20, '75	160	.....
do certificates	....	1,000,000	M. & S	....	....	105	.....
do b nds	....	500,000	J. & J.	7	....	....	.....
Mutual, N. Y.	100	5 000,000	....	2½	Oct., '75	100	.....
Nassau, Brooklyn	25	1,000,000	....	4	July, '75	183	.....
do scrip	....	300,000	M.&N.	7	....	101	.....
New York	100	4,000,000	Q—F.	5	Nov. '75.	151	.....
People's (Brooklyn)	10	1,000,000	M. & S.	3½	July, '75	100	.....
do do bonds	....	300,000	F. & A.	....	....	....	100
Westchester County	50	456,000	....	4	July, '75.	100	105
Certificates	....	53,000	....	4	....	....	.....
Bonds	....	211,000	J. & J.	....	....	....	.....
Williamsburg	50	1,000,000	J. & J.	5	July, '75	150	.....
do scrip	....	1 000,000	J. & J.	7	....	100	.....

Bleecker St. & Fulton Ferry—stock	100	900,000	....	....	....	....	....	....
1st mortgage	1000	694,000	J. & J.	7	1880	....	....	....
Broadway & Seventh Ave—stock	100	2,100,000	J. & J.	3	July, '75	....	....	70
1st mortgage	1000	1,800,000	J. & D.	7	1894	....	92½	....
Brooklyn City—stock	20	2,000,000	Q—F.	3	Nov. '75	....	188	....
1st mortgage	1000	300,000	J. & J.	7	1872	102	104	....
Broadway (Brooklyn)—stock	100	200,000	J. & J.	3	July, '75	155	....	....
Brooklyn & Hunter's Pt—stock	100	400,000	....	2	Oct., '75	63	....	72½
1st mortgage bonds	1000	300,000	J. & J.	7	1888	95	....	....
Central Pk, N. & E. River—stock	100	1,164,000	....	....	....	....	....	....
1st mortgage	1000	550,000	F. & A.	7	1882	....	....	....
2d do	1000	600,000	M.&N.	7	1890	....	....	....
Christopher & Tenth Street—stock	....	650,000	....	....	....	70	80	....
Coney Island & Brook'n—1st mort	1000	907,000	J. & J.	7	1871	....	....	....
Dry Dock, E. B. & Battery—stock	100	1,200,000	Q—F.	2	Nov., '75	....	....	85
1st mortgage, cons'd	....	900,000	J. & D	....	....	....	92½	95
Eighth Avenue—stock	100	1,000,000	J. & J.	6	July, '75	155	....	....
1st mortgage	1000	208,000	J. & J.	7	....	100	....	....
42d St. & Grand St Ferry—stock	100	750,000	M.&N.	4	Nov., '75	....	....	....
1st mortgage	1000	230,000	A. & O.	7	1873	....	....	100
Central Cross Town—stock	....	560,000	....	....	....	....	....	....
1st mortgage	....	200,000	....	....	....	....	....	....
Ninth Avenue—stock	100	797,000	....	....	....	....	....	....
1st mortgage	1000	167,000	J. & J.	7	....	....	....	....
Second Avenue—stock	50	1,099,500	Q.—F.	2	Oct., '75	....	....	70
1st mortgage	1000	350,000	J. & D.	7	1877	....	....	100
2d mortgage	1000	200,000	F. & A.	7	1876	....	....	100
3d mortgage	1000	150,000	A. & O.	7	1895	....	....	....
Cons. Convertible	1000	300,500	M.&N.	7	1893	....	....	85
Sixth Avenue—stock	100	750,000	M.&N.	5	Nov., '75	....	....	....
1st mortgage	1000	250,000	J. & J.	7	1890	....	....	100
Third Avenue—stock	100	2,000,000	Q—F.	2½	Nov., '75	....	....	140
1st mortgage	1000	2,000,000	J. & J.	7	1890	....	....	110
Twenty-third Street—stock	100	600,000	J. & J.	3	July, '75	90	....	....
1st mortgage	1100	120,000	M.&N.	7	....	....	....	100

*This column shows last dividend on stocks, also date of maturity of bonds.

Insurance Stock List.

(Quotations by E. S. Bailey, broker, 66 Wall street.)

Companies.	Capital. Par	Capital. Amount.	Net Surplus, Jan. 1, 1875.*	Dividends. 1871	1872	1873	1874	Last Paid.	Price. Bid	Price. Askd
Adriatic	25	200,000	23,117	....	10	8½	10	July, '75..5	75	80
Ætna	100	200,000	54,389	....	5	....	10	July, '75..5	87½	95
American	50	400,000	244,663	17	14	14	14	July, '75..8	160	.....
American Exch'e	100	200,000	68,766	12	6	10	10	July, '75..5	105	.....
Amity	100	200,000	5,055	....	....	....	7½	July, '75..4	.....	.....
Arctic	20	200,000	15,486	10	10	5	10	July, '75..5	75	80
Atlantic	50	200,000	106,636	....	....	....	10	July, '75..5	107	.....
Bowery	25	300,000	390,575	20	20	20	20	June, '75.13	220	.....
Brewers' & M'lt'rs	100	200,000	7,721	....	....	....	5	July, '75..5	90	.....
Broadway	25	200,000	200,575	14	13	20	20	Aug., '75.10	210	.....
Brooklyn	17	158,000	240,411	20	20	20	30	July, '75.20	220	.....
Citizens'	20	300,000	212,373	13	14	10½	17	July '75..10	175	.....
City	20	210,000	209,894	14¼	20	14¼	20	Aug., '75.10	173	180
Clinton	100	250,000	186,907	....	10	10	17	July, '75.10	145	.....
Columbia	50	300,000	49,737	10	10	....	10	July, '75..5	80	85
Commerce Fire	100	200,000	27,456	10	5	10	10	July, '75..5	.....	95
Commercial	50	200,000	123,679	10	11	5	13	July, '75.10	.....	.....
Continental	100	1,000,000	366,601	20	8½	8½	10	July '75..5	120	125
Eagle	40	300,000	474,019	20	20	20	30	Oct., '75.15	.....	310
Empire City	100	200,000	119,558	10	10	10	10	July, '75..5	125	.....
Emporium	100	200,000	26,256	....	....	....	20	July, '75..5	.....	.....
Exchange	50	200,000	66,615	....	5	10	10	July, '75.10	120	.....
Farragut	50	200,000	94,133	....	5½	10	10	July, '75.7½	120	125
Firemen's	17	204,000	105,654	10	5	5	13	July, '75..8	130	.....
Firemen's Fund	10	150,000	81,306	....	....	....	10	July, '75..5	85	90
Firemen's Trust	10	150,000	97,940	10	10	10	10	July, '75..6	117	.....
Gebhard	100	200,000	19,937	10	10	5	10	Aug. '75..5	80	.....
German-American	100	1,200,000	322,589	....	....	4	20	July, '75..5	102	105
Germania	50	500,000	286,751	10	10	10	10	July, '75..5	120	.....
Globe	50	200,000	116,672	11	12½	12½	15	July, '75..10	145	150
Greenwich	25	200,000	325,224	22	28	29	50	Oct., '75.10	300	320
Guaranty	100	200,000	....	....	....	....	....	....	.....	.....
Guardian	100	200,000	48,007	10	8½	....	10	July, '75..5	99	101
Hamilton	25	150,000	125,796	10	17½	20	20	July, '75..10	165	175
Hanover	50	500,000	†329,097	8½	10	10	20	July, '75..5	115	118
Hoffman	50	200,000	96,638	....	10	....	10	July, '75..5	93	97
Home	100	3,000,000	†885,231	10	5	....	10	July, '75..5	104	106
Hope	25	150,000	28,741	10	5	....	10	July, '75..5	95	100
Howard	50	500,000	148,162	9½	....	7½	10	July, '75..6	170	.....
Importers' & Trad.	50	200,000	77,712	10	10	5	15	July, '75..6	118	.....
Irving	100	200,000	14,861	....	....	7	7	July, '75..5	80	85
Jefferson	30	200,010	136,244	10	10	10	10	Sept., '75..5	160	.....
Kings Co. (B'klyn)	20	150,000	174,612	10	10	20	20	July, '75.10	185	210
Knickerbocker	40	280,000	90,264	15	20	20	20	July, '75.10	140	.....
Lafayette (B'klyn)	50	150,000	121,317	....	10	10	10	July, '75.10	165	170
Lamar	100	200,000	83,445	....	....	....	10	July, '75..5	105	110
Lenox	25	150,000	79,363	10	10	10	10	July, '75..5	103	.....
Long Island (Bkly.)	50	200,000	169,447	14	15	15	15	July, '75..5	180	.....
Lorillard	25	800,000	67,228	....	....	7	10	July, '75..5	93	100
Manuf & Builders'	100	200,000	115,712	....	5	10	10	July, '75..5	125	.....
Manhattan	100	250,000	187,759	....	....	10	10	July, '75..5	107	.....
Mech. & Trad'rs	25	200,000	315,758	18	20	20	20	July, '75.10	235	.....
Mechanics' (Bklyn)	50	150,000	122,479	10	10	10	10	July, '75..5	160	.....
Mercantile	50	200,000	50,008	11	5	5	10	July, '75..5	98	.....
Merchants'	50	200,000	151,863	10	20	7	17	July, '75.10	155	195
Metropolitan	50	300,000	26,755	....	....	4	10	July, '75..5	75	80
Montauk (B'klyn)	50	200,000	121,476	12	20	20	20	July, '75.10	175	195
Nassau (B'klyn)	50	200,000	234,314	20	25	20	20	June, '75.10	195	.....
National	37½	200,000	86,648	12	5	....	10	July, '75..6	110	115
N. Y. Equitable	35	210,000	300,385	20	20	20	20	July, '75.10	205	.....
New York Fire	100	200,000	196,001	16	16	18	20	Aug., '75.10	170	175
N. Y. & Yonkers	100	200,000	20,529	....	....	....	10	July, '75..5	85	90
Niagara	50	500,000	426,524	8½	....	10	10	July, '75..5	115	118
North River	25	350,000	125,600	10	10	12	12	Oct., '75..6	.....	.....
Pacific	25	300,000	350,139	20	20	20	20	July, '75.20	230	250
Park	100	200,000	165,216	11	10	18	20	July, '75.10	170	.....
Peter Cooper	20	150,000	211,544	12	16	20	20	July, '75.10	210	220
People's	50	150,000	182,708	6	12	14	18	July, '75.10	165	.....
Phenix (B'klyn)	50	1,000,000	536,222	12	10	10	10	July, '75..5	125	130
Produce Exchange	100	200,000	12,.00	....	....	....	....	July, '75..5	.....	100
Relief	50	200,000	43,051	11	10	5	10	July, '75..5	90	95
Republic	100	300,000	101,092	10	....	5½	11	July, '75..5	94	97
Ridgewood	100	200,000	86,877	....	....	....	10	July, '75..6	.....	110
Resolute	100	200,000	30,441	8½	....	....	10	July, '75..5	80	85
Rutgers'	25	200,000	191,749	16	20	20	20	Aug., '75.10	175	185
Safeguard	100	200,000	90,597	....	....	5	10	July, '75.7½	112½	120
St. Nicholas	25	200,000	†54,403	10	10	10	11	Aug., '75..5	.....	.....
Standard	50	200,000	121,506	10½	15¼	6	15	July, '75.5.6	117	120
Star	100	200,000	78,989	10	10	5	10	July, '75.7½	115	110
Sterling	100	200,000	71,477	10	10	10	10	Aug., '75..5	103	105
Stuyvesant	25	200,000	165,369	5	12	13	16	July, '75.10	.....	.....
Tradesmen's	25	150,000	153,946	14	14	10	10	July, '75.10	175	.....
United States	25	250,000	246,825	14	14	14	14	July, '75..8	170	.....
Westchester	10	250,000	†162,560	10	10	10	10	Aug '75..5	110	.....
Williamsburg City	50	250,000	256,690	10	10	10	12	July, '75.10	200	.....

* Over all liabilities, including re-insurance, capital and profit scrip.

† Stock dividends of 25 per cent by the Hanover and Westchester, 20 per cent by the Home, and 33⅓ per cent by the St. Nicholas, have since been declared out of above net surplus.

City Securities.

[Quotations by Daniel A. Moran, Broker, 40 Wall Street.]

	Interest. Rate.	Interest. Months Payable.	Bonds due.	Price. Bid.	Price. Ask
New York:					
Water stock.....1841-63.	5	Feb., May Aug. & Nov.	1875-80	98	97
do .....1854-57.	6	do do	1875-79	101	102
Croton water stock..1845-51.	5	do do	1890	96	97
do do ..1853-60.	6	do do	1888-90	112½	103
Croton Aqued'ct stock.1865.	•6	do do	1884-1911	102½	103
do pipes and mains.....	7	May & November.	1884-1900	109	110
do reservoir bonds.....	6	Feb., May Aug. & Nov.	1907-11	102½	103
Central Park bonds..1858-67.	5	do do	1885-98	98	97
do do ..1853-65.	6	do do	1875-95	100	103
Dock bonds.....1832.	5	do do	1876	97	98½
do .....1870.	7	May & November.	1901	109	110
do .....1775.	6	do do	1905	102½	103
Floating debt stock....1860.	6	Feb., May, Aug. & Nov.	1878	101½	102
Market stock.....1865-68.	7	May & November.	1894-97	109	110
Soldiers' aid fund.....	7	do do	1876	•101	102
Improvement stock.....	6	do do	1889	102½	103
do co 1869.	7	do do	1879-90	104½	105
Consolidated bonds.....var.	6 g.	do do	1901	112	113
Street imp. stock.....var.	6	do do	1888	102½	103
do do .....var.	7	do do	1879-82	114½	115
New Consolidated.....	6 g.	.....	1896	112	113
Westchester County.....	7	.....	1894	106	107
Jersey City:					
Water loan.....1852-67.	6	January & July.	1877	95	98
do long.....			1895	96	97
do 1869-71	7	January & July.	1899-1902	104	105
Sewerage bonds.....1866-69.	7	do do	1876-79	102	103
Assessment bonds...1870-71.	7	Jan., May, July & Nov.	1876-91	102	105
Improvement bonds		.....	1905	103½	105
Bergen bonds.....1868-69.	7	January and July.	1876-1900	102	103½
Brooklyn—[Quotations by N. T. Berens, Jr., Broker, 2½ Wall st.]					
Local Improvement—					
City bonds.....	7	January & July.	1875-80	102	104
do	7	do do	1881-95	103½	109
Park bonds.....	7	do do	1875-94	110¼	111¾
Water loan bonds.....	7	do do	1903	110¾	112¾
Bridge bonds.....	7	do do	1915	110	111¾
Water loan.....	6	do do	1902-1905	103	104
City bonds.....	6	do do	1881-95	102	103½
Kings Co. bonds.....	7	May & November.	1880-83	106	107½
do do	6	do do	1875-80	100	102
All Brooklyn bonds flat.					

Investments
AND
STATE, CITY AND CORPORATION FINANCES.

The "Investors' Supplement" is published on the last Saturday of each month, and furnished to all regular subscribers of the CHRONICLE. No single copies of the Supplement are sold at the office, as only a sufficient number is printed to supply regular subscribers.

ANNUAL REPORTS.

Boston and Maine Railroad.

(For the year ending Sept. 30, 1875.)

The annual report of the directors of the Boston and Maine Railroad exhibits the result of the operations of the road for the twelve months ending September 30, 1875, as follows:

The gross receipts for twelve months ending September 30, 1875, were		$2,358,740 18
Operating expenses, exclusive of taxes	$1,422,731 57	
Taxes paid in all	99,840 20	
		1,522,561 77
Leaving as net earnings for the year		$866,178 41
Interest and coupons paid during the year		258,199 93
Leaving a balance of		$607,978 48

The gross earnings of the twelve months ending September 30, 1874, were $2,421,799 27, and the expenses for the same time, including interest, coupons and taxes, $1,794,444 84, showing a decrease in the gross receipts of the present as compared with the previous year of $33,059 09, and in the operating expenses, including interest and taxes, of $13,683 14. The net income for the year ending September 30, 1874, after paying interest, coupons and taxes, was $627,354 43, showing a decrease in the net income of the present as compared with the previous year of $19,375 95.

This falling off in both gross and net receipts, during the past year, is accounted for by the long-continued depression in all kinds of business, commencing in September, 1873, with the great financial crisis, and extending to the present time. The directors call attention to the fact that "the gross receipts for the past year are only $33,059 09 short of the year 1874, while the loss in net earnings is only $19,375 95 short of the previous year; at the same time, the operating expenses, including taxes and interest, have been reduced only $13,683 14; all of which proves that the great cry that has been so often sounded by interested parties during the past year, that your property was being wasted by a ruinous competition with a neighboring road, has served only to frighten stockholders and thereby depress the market value of their property."

The floating debt of this corporation has been reduced during the year $527,849 69, and stood, at the close of business, on the 30th day of September, 1875, at $373,659 39. The same has been further reduced, since the closing of the accounts, by the payment of maturing liabilities, amounting to $125,000. At the date of this report, the whole floating debt of the corporation is $248,-659 39. Twenty-eight thousand five hundred dollars of this amount was incurred within the past year for additional freight grounds in Lawrence. Toward funding this amount we have $199,500 of the 1894 bonds yet unsold. The managers of your property have exerted themselves to secure for your road its legitimate and proper share of the business of its own and connecting lines, and with this object in view have used every honorable means to secure the same. One-half the business east of Portland, as we have always claimed, belongs to your road, and sooner or later our claim will be acknowledged as just and reasonable. The time is not far distant when a through line, without change of cars, from Bangor to Boston, will be opened over the Boston & Maine Railroad.

The Lowell and Andover Railroad has been in operation eleven months, during which time the receipts from the same have been but little more than enough to meet the expenses of operation and rent. This has been no disappointment to the managers of your property. The volume of business seeking the new route is gradually increasing, and it is confidently believed will prove remunerative to the stockholders of the Boston and Maine Railroad.

The contract entered into with the Eastern Railroad Company on the 4th of April, 1874, for a division of business at competing points, continues in force; and although its working has not been entirely free from friction, yet the same has saved us from any wasteful competition, and led, we believe, to results beneficial to both parties.

The following figures are from the company's report to the Massachusetts State Commissioners:

	1875.	1874.
Capital stock paid in	$6,921,274 52	$6,921,274 52
Funded debt	3,300,500 00	2,512,500 00
Debt liabilities	4,099,662 86	3,861,908 44
Expense for construction	9,442,550 45	9,308,431 82
Cost of equipment	1,437,778 72	1,338,407 14
Total property and assets of the company	12,255,741 15	12,115,120 37
Net addition to property account for the year	285,493 14	512,867 30
Receipts, passenger department	1,452,966 98	1,487,247 26
Receipts, freight department	809,680 38	880,275 79
Total earnings	2,262,647 36	2,307,523 05
Earnings per mile of road	11,203 39	12,160 79
Total income	2,338,740 18	2,675,382 68
Operating expenses	1,594,986 77	1,545,892 89
Operating expenses per mile of road	7,897 50	8,146 90
Per cent of expenses to income	66 77	57.78
Paid for rent	$52,575 00	$11,775 00
Income over operating expenses	741,178 41	1,117,734 74
Paid for interest	258,199 93	236,786 95
Dividends declared	560 000 00	560,000 00
Surplus	1,294,803 77	1,372,589 41
Passengers carried	4,906,779	4,749,985
Passenger mileage	65,423,484	75,061,175
Tons freight carried	647,374	553,922
Freight mileage	25,410,756	22,860,690
Average rate for all passengers	$0 029	$0.0188
Average rate freight per ton	0.0285	0.0285

Old Colony.

(For the year ending Sept. 30 1875.)

The report shows that the gross receipts for twelve months were $2,286,473 90; expenses, $1,443,135 39; town, city and State taxes, $110,609 01; total, $1,553,744 40; net earnings, $732,729 50; less $259,063 84, balance of interest account, $473,-665 66; deduct dividends, $467,092 50; balance to income account, $6,573 16; balance of income account, $677,947 48. The dividend of Jan. 1, 1876, is to be taken in part from this balance. The decrease in receipts was $103,835 73; decrease in working expenses, $94,894 95; decrease in interest paid, $23,179 43; increase in taxes, $14,173 61; decrease in net earnings, $1,434 96. A number of improvements have been made, the cost of which has been charged to expense, and may be estimated as follows:

Cost of new equipment	$27,970 99
Cost of Miller platforms and patent	19,221 96
Cost of Westinghouse brakes	14,707 35
Cost of 16,182 feet of side track	16 500 00
Cost of 1,422 tons of steel rails in excess of iron at $25 per ton	35,550 00
Cost of new buildings	16,307 00

The railroad and equipment have been kept up, and are now in good working order. The mileage of trains has increased the past year 10,102 miles, and the computed expense per mile run is $1 12, against $1 18 last year.

The business of the road has considerably decreased during the past year, caused by the general depression in business which has so materially affected the railroad interests of the country. They have been able, without diminishing the train service, to cut down the expenses in nearly equal proportions, leaving the net earnings about the same as last year. The entire suspension of operations by several large manufacturing companies upon the line, and especially at Fall River, has affected the passenger receipts. The business with the islands in Vineyard Sound and Nantucket shows a fair increase for the year and promises further gains in future. The New York business has been particularly affected by the general dulness in trade. The boats have been managed with economy and have run without accidents, and they have received from the investment in the steamboat company dividends amounting to eight per cent on the investment, which, as before stated, have been credited to interest.

The following figures are from the report to the State Railroad Commissioners:

	1875.	1874.
Capital stock	$6,733,300 00	$6,687,300 00
Funded debt	4,948,500 00	4,438,000 00
Debt liabilities	5,894,797 26	5,364,549 49
Contingent liabilities as guarantor	125,000 00	125,000 00
Expenses for construction	9,675,663 64	9,344,450 75
Average cost of construction per mile, single track	35,619 95	34,930 01
Cost of equipment	1,192,725 19	1,174,725 19
Total property and assets of the company	13,363,143 45	12,750,974 18
Net addition to property account for the year	362,154 89	833,679 12
Receipts, passengers	1,489,412 00	1,573,296 14
Receipts, freight department	741,479 79	752,838 19
Total earnings	2,223,891 [illegible]	2,326,064 33
Earnings per mile of road	8,191 73	8,777 27
Total income	2,228,133 27	2,421,317 63
Operating expenses	1,558,744 44	1,633,965 74
Operating expenses per mile	5,862 96	6,165 68
Per cent of expenses to income	67.9	67.45
Income over operating expenses	$774,388 87	$788,411 89
Paid for interest	259,063 84	281,243 27
Dividends declared	467,092 50	460,852 00
Surplus	734,396 19	699,194 89
Passengers carried	4 286,730	4,375,316
Passenger mileage	61,495,520	63,673,686
Tons freight carried	625,768	633,727
Freight mileage	18,371,331	18,350,512
Average rate for all passengers	.022	.022
Average rate freight per ton	.043	.042

New York and New England (Boston Hartford & Erie).

(For the year ending Sept. 30, 1875.)

From the returns made to the Massachusetts State Railroad Commissioners, we take the following figures:

	1875.
Authorized capital stock	$20,000,000 00
Debt liabilities	534,165 86
Contingent liabilities as guarantor	2,500,000 00
Expense for construction	201,765 41
Cost of equipment	51,584 96
Net addition to property account for the year	253,350 39
Receipts, passenger department	462,919 92
Receipts, freight department	447,261 47
Total earnings	910,173 39
Earnings per mile of road	6,548 05
Total income	915,890 18
Operating expenses	766,639 11
Operating expenses per mile of road	5,515 25
Per cent of expenses to income	83 70
Paid other corporations as rent	$12,153 16
Income over operating expenses	137,106 86
Paid for interest	33,567 74
Surplus	39,475 44
Passengers carried	1,736,793
Passenger mileage	18,607,197
Tons freight carried	344 508
Freight mileage	9,304,650
Average rate passenger fare	.0257
Average rate for all passengers	.022
Average rate freight per ton	.044

—The preceding reports of companies in Massachusetts have been taken mostly from returns in the Boston *Advertiser*, which has given extended extracts from the reports of the State Commissioners.

GENERAL INVESTMENT NEWS.

Alabama State Finances.—The Commissioners appointed to adjust and liquidate the debt of the State of Alabama have adopted a plan, which they have submitted by circular to the creditors of the State, inviting an early response. It appears that their proposition applies to the direct State debt only, and no arrangement is proposed for the endorsed bonds. The following are extracts:

"We propose that the State of Alabama issue new bonds having thirty years to run, principal and interest payable in the City of New York in lawful money of the United States bearing interest, payable semi-annually, as follows: From 1st July, 1876, to 1st July, 1881, at the rate of two per cent per annum; for five years from 1st July, 1881, three per cent; for the next ten years, four per cent; and for the remaining ten years, five per cent per annum—said bonds to be renewable at the pleasure of the State at five per cent per annum.

"These new bonds will be given in exchange for the face of the bonds now outsanding, issued and sold in accordance with the provisions of the various acts hereinbefore recited, upon condition that all past due coupons and such as will mature on or before the 1st day of July, 1876, are to be surrendered to the State with the bond to which they belong, without being computed as part of the amount to be exchanged for new bonds. All coupons, both past due and to mature, must be surrendered.

"In exchanging the proposed new issue of bonds for those outstanding all past due coupons upon the new bonds will be detached at the time of the exchange.

"Under the scheme of adjustment which we propose, there is a necessity for commencing at a low rate of interest. There are now in circulation $1,000,000 of State obligations, made by law receivable in payment of taxes and all other public dues. These obligations must be retired before the State can pay more than two per cent per annum on the new bonds. They are the currency received and paid out by the State, but we hope, by adopting a low rate of interest, as we propose, and by an honest and economical administration of the State Government, the obligations can be retired by the 1st July, 1881.

"Under the salutary reforms provided in the new constitution, the General Assembly can create no new debt beyond a temporary loan of $100,000, and we are confident the amount required to defray the ordinary expenses of the State will be materially diminished. We think, therefore, that the State may safely promise to pay three per cent per annum for five years after 1st July, 1881. By that time the probable enhanced value of property, under anticipated recuperation, will justify a further increase of one per cent., making the rate four per cent per annum; and as the tendency in Europe as well as in America is to lower rates of interest, a good security bearing four per cent interest will approximate par in both countries.

"On the 1st day of July, 1896, the new bonds of the State will commence to bear five per cent. per annum, and they will then be equal in actual value to the bonds of Massachusetts, or any other State of the Union bearing the same rate of interest, and like the bonds of Massachusetts ought to command a premium.

"The commissioners will recommend to the General Assembly no plan of adjustment which they have reason to believe will subject the State to default in the payment of interest on the new bonds; and after carefully investigating the resources and liabilities of the State, we are satisfied it would be unwise and unsafe to promise more than is embraced in our proposition as herein stated. Were we to do so, the State, as well as the creditors, would most probably be injured thereby."

Chesapeake and Ohio Railroad.—The case of this Company came up before Judges Bond and Hughes of the United States Circuit Court at Richmond Nov. 28. Hon. Wm. M. Evarts of New York, counsel for the Chesapeake and Ohio Railroad, made a motion for the dismissal of the proceedings, appointing a receiver for the road, and looking to an early sale of the same. He contended that jurisdiction in the matter belonged to the State and not to the Federal Courts. Judge Shipman of New York, counsel for the plaintiffs, stated that after examining authorities he was satisfied that this Court had no jurisdiction. Judge Bond, after stating that the Court was not ready to hear the motion, by request of counsel fixed the 20th of December as the time and Alexandria as the place for the next hearing of the case. As counsel for both sides were agreed, it was supposed the case would have been dismissed immediately.

Chicago & Ill. River.—A Chicago dispatch says that a petition in bankruptcy was filed by the Secretary of this Company, Dec. 1.

Cincinnati City Bonds.—Bids for the purchase of $250,000 Water-works bonds were recently opened, and ranged from 104 to 105.53 on the ten, fifteen and twenty year bonds. Netter & Co., of New York, bid for the whole amount at 105.14 and interest, or $1,051 40 for each $1,000 bond and accrued interest, and received the award.

Columbus Chicago & Indiana Central.—The circular signed by Messrs. A. Iselin, Wm. Whitewright and Richard T. Wilson, after referring to the lapse of agreement of Feb. 23, 1875, says:

The undersigned, feeling that the interests they represent would be greatly imperilled, if a portion at least of the bondholders did not organize to act in concert, have withdrawn their subscriptions to the agreement of Feb. 23d, and have had a new one drawn up by Messrs. Evarts, Southmayd & Choate, which has already been subscribed to by the requisite number to make it binding.

It differs in the following particulars from the former one:

1st. Five days' notice to be given for meetings, instead of twenty.

2d. Bonds must be deposited immediately, instead of forty days after signing.

3d. The committee is composed of three members, instead of five, and is permanent until one-half of the outstanding bonds has been subscribed for. An election will then take place for a committee, which at the option of the bondholders may be increased to five.

4th. The agreement to be binding when three million dollars of bonds have been subscribed for, instead of $5,214,000.

5th. In case of foreclosure, the committee, instead of having the power to call for a payment of 20 per cent on the deposited bonds to pay the cash portion of the purchase price, must consult the subscribing bondholders as to the price to be paid for the road, and as to the means to provide for the cash portion of the purchase price; and no bondholder, by merely signing the present agreement and depositing his bonds under it, subjects himself or his bonds to liability to contribute for buying in the road.

6th. A clause has been added, empowering the committee to pledge the bonds for the purpose of buying the coupons of the prior mortgages. The holders of these are threatening to commence foreclosure proceedings, which, if successfully carried out, would destroy the value of the consolidated bonds, and it is to prevent the possibility of this occuring that this clause has been inserted.

The agreement can be signed at the Union Trust Company, simultaneously with the deposit of the bonds and the payment of five dollars on each bond.

It is understood that the gentlemen above named will shortly have some additional communication to make to first mortgage bondholders, touching further proceedings in the matter, and possibly in regard to the attitude of the Pennsylvania Railroad and its proposal for settlement, if any. The agreement as now proposed seems to us much more practicable than the former one; the gentlemen issuing the above circular are parties of exceptionally high standing, and the amount to be deposited with each bond ($5) is small enough for the purpose required.

Connecticut Valley Railroad.—The Executive Committee of the Connecticut Valley Railroad Company have made a lease of the new Connecticut Central Road, at an annual rental of $25.000. This includes that part of the road in Connecticut extending from East Hartford to the Massachusetts State line, a distance of 21 miles. The remaining seven miles to Springfield is under negotiation. The new road will be opened to travel about the middle of December, and will give to the Valley Road 79 miles from tide-water at Saybrook to Springfield, where there are important connections opening up large freighting facilities.

Eastern.—Several small notes of the company went to protest in Boston, on November 17, the Treasurer stating that he had no funds to pay with.

Flint & Pere Marquette.—We understand the coupons on the land grant 10 per cent bonds of the Flint & Pere Marquette Railroad Company, issued for the Flint & Holly Railroad purchase, are now being paid.—*New Bedford Standard.*

Grand Rapids & Indiana Railroad.—The following were the sales of land for September and for nine months of the year:

	1875.	1874.	Increase.	Decrease.
Land Grant	$26,776 88	$10,931 30	$16,445 58	$.....
Lands in Common	1,207 00	1,320 00	.....	113 00
Total for month	$27,983 88	$11,651 30	$16,332 58	...
Total for nine months	$142,692 42	$88,817 41	$59,875 01	

Total of Land Grant since May, 1869	$1,618,815 07
Total of Lands in Common since July, 1871	315,767 84
Total sales since May, 1869	$1,934,582 91

Houston City (Texas) Bonds.—A statement recently made in the CHRONICLE concerning Houston bonds, and which was based upon an item in another journal, was in some respects inaccurate. We take the following from the Houston *Telegraph* of November 27:

REPORTS OF SPECIAL COMMITTEES.

Alderman Thomas, from special committee to whom was referred a resolution relative to the city debt, made a verbal report and submitted the following ordinance, which was passed under a suspension of the rules:

AN ORDINANCE repealing an ordinance entitled "An Ordinance to provide for the Consolidating and Funding of the Bonded Indebtedness of the City of Houston," passed October 29, 1875.

Be it ordained by the Mayor and Aldermen of the City of Houston:

Sec. 1. That the above entitled ordinance be and the same is hereby repealed.

Sec. 2. That this ordinance take effect and be in force from and after its passage.

The following preamble and resolution were read, as being a portion of the report of the same committee, and were unanimously adopted:

Whereas, There exists a difference of opinion between the city of Houston and the bondholders, in relation to a proper and equitable rate of interest to be allowed on a consolidation of the city bonds; and whereas, the city of Houston in a spirit of compromise and fairness are desirous of adjusting the indebtedness of the city on a fair and honorable basis, such as will in the future enable the city to promptly meet the interest at maturity, and at the same time provide a sinking fund for the ultimate redempt on of said bonds; therefore,

Resolved, That a proposition is hereby made to the bondholders of the city of Houston, through the Mayor and Aldermen in Council assembled, to adjust and settle the bonded debt of the city, by executing and delivering in exchange for the bonds now held by them, consolidated funding bonds bearing six per cent interest, including the past July and accruing January and July (1876) interest, the details to be hereafter arranged between the bondholders and the city of Houston, or their properly accredited agents.

J. C. THOMAS, for Committee.

The ordinance above referred to and repealed was that offering the bondholders a 5 per cent bond in lieu of those now held by them. We understand that the financial agent of the city, Mr. J. C. Chew, 29 Broadway, this city, has secured the acquiescence of a large majority of the bondholders in favor of the proposition of the City of Houston for refunding the outstanding bonds into uniform rate of interest bonds bearing 6 per cent., and the proba-

bilities now are that a settlement will be made at once on that basis.

Little Rock Pine Bluff & New Orleans.—This road and the Mississippi Ouachita & Red River road are to be sold in Little Rock, Ark., Dec. 16, under foreclosure of mortgage. The two roads were consolidated some time ago under the name of Texas Mississippi & Northwestern, but the foreclosure is made under the original and separate mortgages. A meeting of bondholders was to be held in Boston, where the bonds are mainly owned, this week.

Louisiana State Bonds.—In the suit of the New York Indemnity Company, to compel the Louisiana State Board of Liquidation to fund bonds issued by the State, for the work of constructing the Mexican Gulf Ship Canal, between the Mississippi River and Lake Borgne, and held by plaintiffs, Judge Hawkins has appointed as experts Messrs. Daniel Webster, Edward Heath and R. H. Wood, to measure the canal and the work done, with directions to report to the court within ten days' time.

New Orleans Mobile & Texas.—Mr. F. M. Ames, Trustee, who bought this road for $450,000, issued a circular recently to bondholders, in which he says that the former plan of re-organization has not been sanctioned by them, and he now proposes to close his trusteeship and pass the road over to bondholders at the price paid for it, with an additional sum of about $50,000 for charges on the property, taxes, etc. He concludes as follows: "I have caused to be prepared articles of association similar to those adopted in 1873 by a large number of the bondholders, for the formation of the New Orleans & Texas Railroad Company. These articles are relieved from the clauses which provided for State aid, and for a union with the holders of the second mortgage bonds on the Mobile division. The articles make no provision for future operations; they simply create an organized company which can contract with me. When a subscription of seven-twelfths of the bonds is made, I shall feel at liberty to deal with the subscribers for a sale of the property on the terms indicated. This plan has the approval of the advisory committee, chosen by you December 23d, 1874. Your subscription (payable in bonds) and cash to defray the before mentioned charges, say $7 per bond for bonds dated January 1st, 1872, and $18 for bonds of March 15th, 1870, is requested."

Pacific of Missouri.—At a meeting of the Missouri Pacific stockholders, about two weeks ago, resolutions were adopted demanding the resignation of the present directors. These resolutions elicited a reply denying all charges of fraud, neglect, or incompetency; claiming that the indebtedness incurred was for the preservation of the road, and that to resign under charges would be a virtual admission of the truth of the charges against them. To this letter the committee of stockholders have replied, and say that they simply remind Mr. Hayes and his associates that they are their agents, and acting as managers of their property. They say that they are informed that the interest of Mr. Hayes and the Directors as shareholders in their property, on November 9, 1875, as shown by the books of the company, was only 209 shares, worth at the present market price $2,717. When the Board of Directors took the management of the property of the shareholders it was mortgaged as follows:

First mortgage six per cent. gold	$7,000,000
Second mortgage seven per cent. currency	2,741,000
Due County of St. Louis	700,000
Total	$10,441,000

The mortgage upon the property is claimed by the Directors to have been increased as follows:

Real estate mortgage	$800,000
First mortgage on Carondelet Branch	500,000
Third mortgage	4,900,000
Missouri Pacific proportion of Atlantic & Pacific Equipment Bonds	500,000
Total	$5,800,000

This increase, the committee say, the directors claim to have been faithfully used in improvements upon the property, and they ask why the directors are so reluctant to allow the stockholders to inspect and audit the accounts. They respectfully request that he will call a proper and legal meeting of the shareholders at the earliest practicable day, and that he will direct the transfer-book to be opened in New York for transfer for ten days, and then closed for at least ten days before the day of the meeting, in order that the wishes of the real owners of the property may be known.

They also request that, until the meeting of stockholders, the directors shall abstain from doing anything as directors, except to operate the railroad, if they should get possession of it.

—In St. Louis Nov. 26, the *Globe-Democrat* says that F. J. Bowman, Esq., in behalf of Cowdrey and others, filed a bill for the purpose of setting aside the $4,000,000 of the alleged fraudulent bonds, called the third mortgage bonds, recently issued by the Pacific Railroad Company, and praying for an injunction against the further negotiation of these bonds; also, that the Missouri Pacific Road be released from the custody of the three receivers, and a special receiver appointed for that road.

Peoria & Rock Island.—The Receiver reports the actual earnings and expenses of the road for October as follows:

From freight	$25,125 89
Passengers	8,587 00
Mail and express	695 42
Miscellaneous	1,920 49
Total earnings ($399.22 per mile)	$36,328 80
Working expenses (56.54 per cent)	20,540 29
Net earnings ($173.30 per mile)	$15,788 51

The net earnings show an increase of $10,864 85, or 220.6 per cent over the month of October, 1874.

South Carolina State Finances.—Governor Chamberlain, of South Carolina, in his Message to the Legislature of the State, says: "Since November 1, 1874, $2,624,706 80 of the bonds and stock authorized by the Consolidation act of December 22, 1873, have been issued. The entire amount of this class of our public securities issued up to that date is $3,618,290 82. About seven-tenths of all the bonds and stock made exchangeable under that act have thus been exchanged. The great disaster of the failure of the South Carolina Bank and Trust Company has been most severely felt in its influence on this great public interest. It gave a shock to the growing confidence in the good faith of the State toward the public creditors, depressing the market value of the public securities, and checking for a time the process of exchange. Since the 1st of July, 1875, about $500,000 of consolidation bonds and stock have been issued, the coupons of which, from July 1, 1874, remain unpaid. I recommend that a tax be included, in the annual levy now to be made, for the deficiencies of the last fiscal year, to pay this amount of outstanding interest, amounting to $30,000. What is conveniently termed the floating indebtedness of the State presents a subject of great difficulty, but one which presses for decision. Under this head is included all the various evidences of indebtedness and claims against the State which have arisen between 1868 and 1874. Two reasons induce me to favor a settlement of this part of our debt, if a reasonable scheme can be adopted: First, justice to the many holders of these claims who have given the State valuable consideration therefor in money, merchandise, or labor and services; second, the removal from our current legislation of a disturbing and most unfavorable influence. I shall not dwell upon this subject at the present time further than to say that any scheme to command my support must embody these two provisions: First, the proper auditing of all forms of this indebtedness; and, second, the gradual payment of the debts by such annual tax as will not be too burdensome to the people."

Union Pacific Railroad.—The great suit of this company against the United States Government to recover back one-half of the dues for transportation of mails, troops, &c., was decided by the United States Supreme Court, Nov. 29, in favor of the company. This decision, affirming that of the Court of Claims, gives the company a judgment for the recovery of $512,632, but has a far more important effect in deciding the question that the Pacific railroads are not bound to pay interest on the bonds issued to them by the government until the principal of such bonds matures, thirty years from their date. This is a decision of surpassing importance for the Pacific railroad companies, and places them in a far stronger position than they ever were in before, and definitely settles their current obligations to the Government as being limited to the right of the latter to retain one-half of the dues for transportation and to demand from the companies the 5 per cent of their net earnings. The question as to what is properly to be considered net earnings is now before the courts in the suit brought by the Attorney-General against the Union Pacific to recover 5 per cent of net earnings since 1869, when he claims the road was completed. The company claims that the road was not completed and accepted according to the provisions of the law until October, 1874, and this question of the time will have to be passed upon. Assuming that the *net earnings* will be decided to be the profits after paying interest on the first mortgage bonds, and that the whole net earnings in 1875 will be $7,000,000, then, after deducting, say, $1,865,000 for interest on first mortgage bonds, there would remain $5,135,000 as the sum on which the company should pay—and 5 per cent of this would be $256,750. The report of the Government directors to June 30, 1875, made the total transportation for the year on United States account $881,610, of which one-half would be $440,805, and this sum added to that above would make the current annual amount due from the company to the Government $697,555, so it will be seen that a partial return is made for the payment of interest on the subsidy bonds.

The decision is conclusive and satisfactory in this respect—tha it was made by an unanimous Court, and based, as the opinion below indicates, upon the wording and intention of the Acts of Congress. Had the Court decided against the Union Pacific Company on the grounds that some of its early directors perpetrated the Credit Mobilier frauds, or on the ground that its stock is now controlled by speculative parties, this decision would certainly have established a precedent most dangerous to the rights of stock or bondholders in corporations. And yet there are persons among business men, too, who seem to be so destitute of the principles of law or logic, as to think that a Court has the right to decide any case according to what seems, upon the whole, to be best, without regard to settled decisions, or to the words of a statute upon which the entire suit may be based.

From the opinion delivered by Associate Justice Davis we extract the following as reported in the *Tribune*:

This is an appeal from the Court of Claims. The Union Pacific Railroad Company, conceding the right of the Government to retain one-half of the compensation due it for the transportation of the mails and military and Indian supplies, and to apply the same to reimburse the Government for interest paid by it on the bonds issued to the corporation, to aid it in the construction of a railroad and telegraph line, seeks to establish by th s suit its right to the other moiety. The United States, on the other hand, having paid interest on these bonds in excess of the sum credited to the Company for services rendered by it, insists on its right to withhold payment altogether.

THE INTENTION OF THE ACT OF CONGRESS.

These conditions are embodied in the legislation of Congress on the subject, and, if on a fair interpretation of this legislation, the corporation is found to be now debtor to the United States, the deduction of interest paid on bonds can be lawfully made. But if the converse proposition is ascertained to be true, the Government cannot rightfully withhold from the corporation half of its earnings. In construing an act of Congress, we are not at liberty to recur to the views of individual members in debate, nor the consideration of the motives which influenced them to vote for or against its passage. The act itself speaks the will of Congress, and this is to be ascertained from the language used. But courts may, with propriety, in construing a statute, recur to the incidents of the time when it was passed, and this is frequently necessary, in order to ascertain the reason as well as the meaning of particular provisions in it. Many of the provisions in the original Act of 1862 are outside of the usual course of legislative action concerning grants to railroads, and cannot properly be construed without reference to the circumstances which surrounded Congress when the act was passed.

IMPORTANT PURPOSES OF THIS ROAD.

The war of the rebellion was in progress, and the country had become alarmed for the safety of the Pacific States, owing to complications with England. In case these complications resulted in open rupture, the loss of our Pacific possessions was feared. But even if this fear was groundless, it was quite apparent that we were quite unable to furnish that degree of protection to the people inhabiting them which every Government owes to its citizens. * * * *

The scheme of building a railroad 2,000 miles in length over deserts, across mountains, and through a country inhabited by Indians jealous of intrusion on their rights, was universally esteemed at the time to be a bold and hazardous undertaking. * * * *

The Government aided the enterprise in order to advance its own interests, and in order to enlist private capital as a means to the end of securing the construction of a road which was to be used for Government purposes. Whatever obligation therefore rests on the company must depend on the true meaning of the enactment itself, viewed in the light of cotemporaneous history.

OBJECTS OF THE ACT OF INCORPORATION.

It has been frequently observed by this Court, that the title of an act, especially in Congressional legislation, furnishes little aid in the construction of it, because the body of the act in so many cases has no reference to the matter specified in the title. This is true, and we have no disposition to depart from this rule; but even the original act of 1862, incorporating this company, seems to have been the subject of special consideration by Congress, and it declares the general purpose of the act. It is "an act to aid in the construction, of a railroad and telegraph line from the Missouri River to the Pacific Ocean and to secure to the Government the use of the same for postal, military and other purposes." That there should, however, be no doubt of the national character of the work which Congress proposed to aid, the body of the act contains these words: "And the better to accomplish the object of this act, namely, to promote the public interest and welfare by the construction of said railroad and telegraph lines, and keeping the same in working order, and to secure to the Government at all times, but particularly in time of war, the use and benefit of the same for postal, military and other purposes, Congress may at any time, having due regard for the rights of said companies named herein, add to, alter, amend, or repeal this act. * * *

THE PRECISE QUESTION AT ISSUE.

It is not doubted that the Government is to be reimbursed, both principal and interest, but the precise question for decision is whether the Company is required to pay the interest before the maturity of the principal. The solution of the question depends upon the meaning of the 5th and 6th sections of the original act of 1862, and of the 6th section of the amendatory act of 1864. The 5th section of the original act contains the undertaking of Government, and the 6th defines the obligations of the company. By the 5th section it is provided that, on the completion and equipment of 40 consecutive miles of said railroad and telegraph, in accordance with the provisions of this act, there should issue to said company bonds of the United States of $1,000 each, payable in 30 years after date, bearing six per centum per annum interest, said interest payable semi-annually, and to secure the payment to the United States as hereinafter provided of the amount of said bonds so issued and delivered to said company, together with all interest thereon which shall have been paid the United States, the issue of said bonds and delivery to the company shall, *ipso facto*, constitute a first mortgage on the whole line of the railroad and telegraph, together with the rolling stock, fixtures, and property of every kind and description; and in consideration of which said bonds may be issued, and on the refusal or failure of said company to redeem said bonds, or any part of them, when required so to do by the Secretary of the Treasury, in accordance with the provisions of the act, the said road with all the rights, functions, immunities, and appurtenances thereunto belonging, and also all land granted to the said company by the United States which at the time of said default shall remain in ownership of said company, may be taken possession of by the Secretary of the Treasury for the United States.

The manifest purpose of this section is to take a lien on the property of the company, for the ultimate redemption of bonds, principal and interest, but the way and time are left to further provision. That the Government was expected, in the first instance, to pay the interest, is clear enough, for the mortgage was taken to secure the repayment of the bonds, together with all interest thereon which shall have been paid by the United States. This phrase implies a prior payment by the United States. Whatever may be the duty of the corporation in regard to reimbursement, when repayment is spoken of, it is understood that something is to be paid back. Apart from that, had it been the intention of Congress that the corporation itself should pay the interest as it fell due, the phraseology appropriate to such a purpose would have been used. But when and how the reimbursement was to be made, was to be in conformity with the terms prescribed in another portion of the act. The latter part of the section provides for the forfeiture of the property of the company, in case of a failure to redeem the bonds, according to the plan of redemption thus provided.

THE COMPANY'S THREE DUTIES.

The obligations imposed upon the company, or assumed by it, in relation to the repayment of the bonds, are set forth entirely in Section 6, which on account of its importance is quoted at length:

SEC. 6. *And be it further enacted*, That the grants aforesaid are made upon condition that said company shall pay said bonds at maturity, and shall keep said railroad and telegraph line in repair and use, and shall at all times transmit dispatches over said telegraph line, and transport mails, troops, munitions of war, supplies, and public stores upon said railroad for the Government whenever required to do so by any department thereof, and that the Government shall at all times have the preference in the use of the same for all the purposes aforesaid, at fair and reasonable rates of compensation, not to exceed the amounts paid by private parties for the same kind of service, and all compensation for services rendered for the Government shall be applied to the payment of said bonds and interest, until the whole amount is fully paid. Said company may also pay the United States wholly or in part in the same or other bonds, Treasury notes, or other evidences of debt against the United States to be allowed at par, and after said road is completed, until said bonds and interest are paid, at least 5 per centum of net earnings of said road shall also be annually applied to the payment thereof.

Leaving out of consideration the parts of this section not pertinent to this inquiry there are three things, and three only, which the corporation is required to do, concerning the bonds in controversy:

First: To pay said bonds at maturity;

Second: To allow the Government to retain the compensation due to the corporation for service rendered, and to apply the same to payment of the bonds and interest; and

Third: To pay over to the Government, after the road has been completed, five per cent of the net earnings of the road, to be appropriated to the payment of the bonds and interest.

CONSTRUCTION OF THE WORD "MATURITY."

If we take the language, used in its natural and obvious sense, there can be no difficulty in arriving at the meaning of the condition to pay said bonds at maturity. As commonly understood, the word "maturity," in its application to bonds and other similar instruments, applies to the time fixed for payment, which is the termination of the time that they have to run. * * * * *

The phrase "To pay bonds at maturity" does not bear the sense sought to be attributed to it, but applies obviously to the obligation to pay both principal and interest, when the bonds become due. It does not mean to pay the interest as it accrues, and the principal when it is due. It is one thing to be required to pay principal and interest, when the bonds reach maturity, and a wholly different thing to be required to pay interest every six months, and the principal at the end of 30 years. The obligations are so different that they cannot both grow out of the word employed, and it is necessary to superadd others, in order to extend the condition so as to include the payment of semi-annual interest as it falls due. Neither in principal nor form is such a plain departure from the express letter of the statute warranted, and especially when such a construction leads to so great an extension of the condition as to defeat the grant. The failure of the company to perform the condition is declared a case of forfeiture of property; and if the natural meaning of the words is rejected, the property of the corporation is subject to forfeiture on every occasion when six months' interest falls due and is not paid.

THE ROAD NOT BOUND TO PAY INTEREST AS IT FALLS DUE.

It would require a pretty long statement to declare the terms and conditions assumed by this corporation when it assented to the act. If Congress had intended to exact from the company the payment of interest for those bonds before the maturity of the bonds themselves, it would have declared its purpose in language about which there could be no misunderstanding. But if the words, "to pay said bonds at maturity" did not give notice that that exaction on the part of the Government was intended, neither did the other provisions of the sixth section do so. They create no obligation on the part of the company to pay the interest as it falls due, nor was it so intended. The provision that the Government was to retain one-half the amount due the company for services rendered by the company, and to apply the amount towards the general indebtedness of the company, cannot be truly called a requirement that the company should pay the interest from time to time, and should pay the principal when due. It was within the discretion of Congress to make this requirement, and then as collateral to provide a special fund or funds, out of which the principal could be discharged. But Congress did not choose to do so, but remained satisfied with the property of the company for its ultimate payment.

The company, for obvious reasons, might be very willing to accept the bonds of the Government on those terms, and very unwilling to come under an absolute promise to pay the current interest as it occurred. It was not in a condition to do so either during the progress of the work, when the company was unable to earn anything; but if the company was obliged to raise money every six months to pay interest, when all its available means were necessary for the execution of the work, the burden would have been very heavy. Congress did not see fit to impose this burden, and to put the company in a position to risk the forfeiture of all its rights. Besides, it is fair to infer that Congress supposed that the services to be rendered by the road to the Government would equal the amount of interest to be paid, and that that was not an unreasonable expectation the public statistics of the vast cost of transporting military and naval stores to the Pacific by the ancient mode abundantly show.

The views presented regarding the provision that the Government shall retain the compensation for services rendered by the company, either before or after the road was completed, are equally applicable to the provision that 5 per cent of the earnings of the road shall be annually applied to the payment of the bonds and interest. It is not perceived on any principle of construction that the obligation of the company to pay the interest on the bonds every six months can be predicated on the terms of this provision any more than on the terms of the other. Both are reserved funds out of which the Government is to be reimbursed—in the first instance the interest it had paid, leaving the surplus to be applied to the payment of the principal. * * * *

THE PURPOSE OF THE ACT OF 1864.

In view of the circumstances under which the act of 1862 was passed, and of the purposes to be accomplished by it, appearing as they do in the title, as well as in the body of the act, and constituting as they do the public history of this legislation, this question seems to present fairly, in its scope and effect, views that are inconsistent with the positions asserted by the appellant. Notwithstanding the favorable terms, the road languished and the effect of that was the passage of the amendatory act of 1864. By that, the grant of lands was doubled, the Government loan was made a second instead of a first mortgage, and a provision was inserted that only one-half of the earnings from the Government should be required to be applied to the payment of the bonds. This amendment was without doubt intended merely to modify the provisions of the original act so as to allow the Government to retain only one-half the compensation for services rendered, instead of all of it. Although the provision is that the compensation shall be applied to the payment of bonds, yet it cannot be supposed that Congress intended to relinquish the rights reserved in the first act in regard to the reimbursement of interest. The purpose of Congress could not have been anything more than to surrender on the part of the Government the right to retain the whole of the earnings of the company from it, and to accept in lieu of that the right to retain one-half of the earnings. The change was a very material one, and was intended as a favor to the company. But on the principle contended for by the appellant it would be of no value. Of what possible advantage could it be to this company to receive payment for one-half of the transportation done for the Government, if it was to be subjected to a suit to recover the other half as soon as it was paid? And yet this is the effect of the provision on the theory that the company is a debtor to the Government on each semi-annual payment of interest. If the Government consents to the diminution of its security, so that one-half of the earnings of the company is to be applied to that purpose, what is to become of the other half? There is no implication that the movement is to retain it, and if not, who is to get it? Manifestly the companies who have earned the money. It is very clear that the Congress of 1864 did not suppose, in making this concession, that it would be barren of results. But it is unnecessary to pursue that subject farther.

THE MANIFEST PURPOSE OF THE ACT OF 1871.

The practice of the Government for a series of years was in conformity with the views which I have taken, until the Secretary of the Treasury arrested the payment of the money and directed it to be withheld. The action of the Secretary brought the subject to the attention of Congress, and the Act of March 3, 1871, was passed, directing half of the money due to the Pacific roads —"for service rendered either heretofore or hereafter"—to be paid, leaving open the question of ultimate right for legal decision. After that another act was passed, by virtue of which the suit was instituted by the appellees in the Court of Claims. It is contended that the purpose of that act was to replace the present charter of the Union Pacific Railroad Company concerning the provisions we have so discussed, but manifestly the purpose was very different. It authorized suit to be brought, and in such suit the rights of the company to be determined and also the rights of the United States. This means nothing more nor less than the remission to the judicial tribunals of the country of the question whether this company and others similarly instituted have the right to recover from the Government half of what they earned by transportation, which question was to be determined on its merits. The merits of such a question are necessarily determined when the effect of the charter is determined. It is hardly necessary to say that it would be idle to authorize suit to be brought if it was the intention to repeal the provision on which the suit could alone be predicated. We cannot go into an argument on the consequences which follow our decision. Consequences are not an argument to be considered in the determination of questions. Whether an act of incorporation is less beneficial to the Government than was supposed, or whether an act of Congress is more or less politic and wise, it is not our province to determine when we have declared the meaning of it. If there be power to pass it, our duty in connection with it is ended.

The judgment of the Court of Claims is affirmed.

Whitewater Valley.—The Indianapolis *Journal* says: "The Receiver of the Whitewater Valley road received his appointment from the courts, subject to the lease now existing between this company and the Indianapolis Cincinnati & Lafayette Railroad Company." The latter company will therefore continue to work the road, the only change, we believe, being that any rental becoming due will be paid to the Receiver instead of the company.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Dec. 3, 1875.

The sudden closing of inland navigation at the North and West, the past week, is an event of some importance, as much produce in transit is thereby detained, and cannot be readily brought to market until the re-opening of navigation in the Spring. The advance in gold has been checked, and the speculations which were associated with it have subsided. General trade is dull, as usual at this season of the year, but there is, under the circumstances, a fair degree of steadiness to prices.

The following is a statement of the stocks of leading articles of domestic and foreign merchandise, at dates given:

	1874.	1875.	
	Dec. 1.	Dec. 1.	Nov. 1.
Beef.....tcs. and bbls.	19,867	2,995	3,185
Pork.....bbls.	16,687	8,564	9,415
Tobacco, foreign.....bales.	8,175	17,201	16,149
Tobacco, domestic.....hhds.	50,087	24,912	28,736
Coffee, Rio.....bags.	20,605	99,580	82,573
Coffee, other.....bags.	25,504	20,957	31,548
Coffee, Java, &c.....mats.	13,459	55,565	42,854
Cocoa.....bags.	3,692	1,400	3,041
Sugar.....hhds.	54,544	24,065	61,011
Sugar.....boxes.	54,505	16,976	22,902
Sugar.....bags, etc.	38,977	70,113	173,698
Melado.....hhds.	.....	4,476	7,806
Molasses.....hhds.	2,675	3,970	4,486
Molasses.....bbls.	2,045	700	1,000
Hides.....No.	173,700	156,400	191,600
Cotton.....bales.	110,442	88,380	69,961
Rosin.....bbls.	74,354	70,933	60,225
Spirits turpentine.....bbls.	7,904	5,196	3,457
Tar.....bbls.	2,761	3,525	4,686
Rice, E. I.....bags.	13,300	11,200	6,000
Rice, domestic.....bbls. and tcs.	400	3,490	800
Gunny cloth (Cal.).....bales.	9,900	5,700	2,782
Gunny bags.....bales.	2,431	3,497	5,850
Linseed.....bags.	8,300	197,200	182,400
Saltpetre.....bags.	15,274	14,150	16,250
Jute.....bales.	25,800	15,700	12,830
Jute butts.....bales.	27,300	1,600	5,800
Manilla hemp.....bales.	111,900	56,900	60,000
Ashes.....bbls.	1,350	1,096	....

Pork and lard have latterly been drooping, although no change has taken place in the general situation relating to these staples. The packing season progresses slowly and at high cost. The number of swine slaughtered at the six principal towns of the West in November were only about 65 per cent. as large as last November. Beef has been in good demand. Tallow is rather easier. Butter is quiet, but high and low grades are firm. Cheese dull. To-day the pork market was quiet, with futures quoted at $21 25 for December and $20 50 for February. Lard was dull on the spot, but futures active at 12 15-16@13c. for January, and 13 1-16@13¼c. for February. Bacon dull.

Rio coffee shows a material advance in the past week, the sales aggregating 43,000 bags, and the visible supply for the United States is reduced to 358,276 bags; fair to prime cargoes quoted at 19½@21c., gold. Mild grades of coffee have also been more active, and close at some advance. There has been no new feature in rice; Rangoon sold at $2.60, gold, in bond, per 100 lbs. Molasses has been dull for foreign, but active and rather firmer for domestic. Sugars have been active for both raws and refined, with the stock of the former much reduced and prices higher, and the latter being freely shipped to Great Britain; fair to good refining, 8¼@8½c., No. 12 box 8¾c., and standard crushed 10¼c. Teas have been more active and steady. Spices are without change. Foreign selling slowly; layer raisins, $2.80; currants, 7c., and prunes, 6½c.

Kentucky tobacco has ruled a shade lower and only moderately active at 7½@9c. for lugs and 10@17c. for leaf; the sales for the week embraced 300 hhds., of which 150 were for export and 150 for consumption. Seed leaf has also been quiet, but about steady; the sales embrace: Crop of 1873, 60 cases Connecticut at 6½@10c., and 41 cases Pennsylvania at 9c.; crop of 1873, 29 cases Connecticut, on private terms; and crop of 1874, 140 cases do. at 7½@8½c., 100 cases Ohio at 6½@6¾c., and 58 cases Illinois, on private terms; also 200 cases sundries at 7@35c. Spanish tobacco has been quiet, but firm; sales 200 bales Havana at 88c.@$1 15.

Linseed oil has remained steady at 62@63c. in casks and barrels. Other oils quiet and unchanged. Hides have been in moderate demand and about steady; dry Montevideo at 20c.; dry Orinoco at 19½c., gold; and city slaughter ox at 9½c. currency. Leather lower and more active. Clover seed is firmer, with sales for arrival at 12c. Whiskey closed at $1 15½, and dull.

There has been a fair business in ocean freights, and the limited offerings of both berth and charter room have brought about higher and decidedly firmer figures. Late engagements include: Grain to Liverpool, by steam, 10@10½@11d.; cotton, ⅝@13-32d.; and provisions, 52s. 6d. per ton; grain, by sail, 8½d., flour 3s., and cotton 9-32d. Grain to London, by sail, 10d., and flour 3s. 6d. Grain to Glasgow, by steam, 10@10½d.; do. to Bristol direct, 6s. 3d.; do. to Bristol channel, 6s. 6d.; refined petroleum to London, 5s.; do. to the United Kingdom, 5s. 6d.; naphtha to do., 5s. 9d.; crude to Bordeaux, 5s. To-day there was a continued firmness. Cotton to Liverpool, by steam, 7-16d., and grain (through freight) 11d.; grain to London, by sail, 9½d.

The business in naval stores for the past week has been small, with the quotations at the close of 37c. for spirits turpentine, and $1 70@1 80 for common to good strained rosin. In petroleum, also, very little has been done, yet figures close firmer, under limited offerings; crude, in bulk, 7c., and refined, in bbls., 12½@12¾c. for December delivery. Ingot copper steady, with sales of 200,000 lbs. Lake, at 23½@23¾c., cash. Hops are rather dull and barely steady, at 12@16c. for State 1875s.; the export demand has subsided.

COTTON.

FRIDAY, P. M., Dec. 3, 1875.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (December 3) the total receipts have reached 157,880 bales, against 183,164 bales last week, 186,135 bales the previous week, and 149,474 bales three weeks since, making the total receipts since the 1st of September, 1875, 1,590,985 bales, against 1,457,606 bales for the same period of 1874, showing an increase since Sept. 1, 1875, of 133,379 bales. The details of the receipts for this week (as per telegraph) and for the corresponding weeks of five previous years are as follows:

Receipts this week at—	1875.	1874.	1873.	1872.	1871.	1870.
New Orleans	40,558	49,589	35,299	42,854	44,506	41,568
Mobile	16,181	20,604	18,853	16,580	17,016	16,541
Charleston	18,954	22,589	18,709	12,201	12,457	16,536
Port Royal, &c.	1,183	1,534	...			
Savannah	22,451	30,177	27,182	28,047	21,034	26,651
Galveston	19,736	22,318	19,685	15,248	6,700	10,094
Indianola, &c.	967	514	709			
Tennessee, &c.	11,515	7,182	7,435	4,980	7,343	8,895
Florida	376	899	530	685	769	214
North Carolina	5,393	5,359	2,199	1,597	899	4,761
Norfolk	19,371	15,009	13,707	10,321	2,008	15,416
City Point, &c.	693	675	883	1,410	1,714	
Total this week	157,880	175,942	170,793	136,973	122,136	140,874
Total since Sept. 1	1,590,985	1,457,606	1,154,086	1,378,980	830,741	1,088,827

The exports for the week ending this evening reach a total of 129,684 bales, of which 89,842 were to Great Britain, 17,242 to France, and 22,600 to rest of the Continent, while the stocks as made up this evening are now 616,494 bales. Below are the stocks and exports for the week, and also for the corresponding week of last season:

Week ending Dec. 3.	Exported to			Total this week.	Same week 1874.	Stock.	
	Great Britain.	France	Continent.			1875.	1874.
New Orleans	16,589	13,442	6,177	36,208	46,983	194,995	151,374
Mobile	7,825	....	....	7,825	5,445	43,735	43,572
Charleston	5,153	1,788	6,945	17,838	20,297	58,081	55,258
Savannah	15,915	....	6,085	21,980	16,310	72,957	100,890
Galveston	9,688	....	....	9,688	19,366	90,658	67,981
New York	11,450	235	2,454	14,139	7,443	106,118	121,912
Other ports*	19,190	1,817	989	21,996	9,308	50,000	67,000
Total this week	89,842	17,242	22,600	129,684	124,981	616,494	607,987
Total since Sept. 1	501,956	114,270	198,962	815,488	709,980	....	....

* The exports this week under the head of "other ports" include from Baltimore 639 bales to Bremen; from Boston 939 bales to Liverpool; from Philadelphia 1,405 bales to Liverpool and 380 bales to Antwerp; from Norfolk 13,503 bales to Liverpool and 1,217 bales to France; from Wilmington 3,314 bales to Liverpool.

[☞ Our telegram from New Orleans to-night shows that besides the above exports the amount of cotton on shipboard, and engaged for shipment at that port, is as follows: For Liverpool, 36,000 bales; for Havre, 30,000 bales; for Continent, 8,500 bales; for coastwise ports, 500 bales; total, 75,000 bales; which, if deducted from the stock, would leave 120,000 bales representing the quantity at the landing and in presses unsold or awaiting orders.]

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is an *increase* in the exports this week of 4,703 bales, while the stocks to-night are 8,507 bales *more* than they were at this time a year ago The following is our usual table showing the movement of cotton at all the ports from Sept. 1 to Nov. 26, the latest mail dates:

PORTS.	RECEIPTS SINCE SEPT. 1.		EXPORTED SINCE SEPT. 1 TO—				Coastwise Ports.	Stock.
	1875.	1874.	Great Britain	France	Other foreign	Total.		
N. Orleans.	357,110	292,476	105,733	53,811	48,143	209,687	49,661	197,932
Mobile	120,633	110,080	27,819	2,932	2,124	32,875	50,165	38,297
Charlest'n*	199,353	200,927	37,657	21,827	21,066	80,550	58,889	60,303
Savannah	259,450	284,980	43,351	14,596	67,675	130,763	67,446	78,835
Galveston*	303,488	129,787	35,333	889	4,238	40,429	81,653	88,630
New York	28,225	36,610	108,991	1,383	27,625	137,999	....	86,625
Florida	4,567	4,885	....	....	....	....	4,567	....
N. Carolina	40,009	34,737	3,434	....	....	3,434	30,104	6,929
Norfolk*	201,629	172,946	18,405	....	....	18,405	154,930	29,323
Other ports	19,231	14,231	26,192	....	5,471	31,663	...	20,500
Tot. this yr.	1,433,105	.....	412,114	97,318	176,362	685,801	493,414	597,601
Tot. last yr.	.....	1,281,664	475,846	41,207	66,996	584,049	479,507	557 429

* Under the head of *Charleston* is included Port Royal, &c.; under the head of *Galveston* is included Indianola, &c.; under the head of *Norfolk* is included City Point &c.

These mail returns do not correspond precisely with the total of the telegraphic figures, because in preparing them it is always necessary to incorporate every correction made at the ports.

The market for cotton on the spot opened dull, and ruled weak, until Wednesday, when quotations were subjected to an extensive revision. Middling Fair and Strict Good Middling and Good Middling advanced 1-16c.; Strict Low Middling was reduced 1-16c.; Low Middling reduced ⅛c.; Strict Good Ordinary and Grades below were 1-16c. lower; Stained was unchanged; and New Orleans and Texas were reduced 1-16c. At the new prices, the demand for spinning became more active, but business for export was held in check by the scarcity of freight room. The close yesterday was quite firm, holders offering stock less freely, and the Liverpool report being rather more favorable. To-day, there was a steady tone to the market, but not much activity, nor any quotable advance. The decline in gold checked the movement for export. There were, however, for the first time this season, considerable sales of cotton in transitu. The market for futures opened flat, and prices gave way a little in the course of Tuesday and Wednesday. General apathy pervaded speculative circles, and crop estimates were rather increased. Private advices yesterday from New Orleans stated that the recent heavy rains had swollen the lateral streams, and that increased receipts at the ports may be expected in consequence thereof. This announcement checked the slightly firmer feeling in the later months, with which the market opened, and remanded it to the spiritless condition before noticed. To-day, futures were dearer, and the later months 1-32c. higher, with a moderate demand, but no decided activity or buoyancy. After 'Change there were sales at 13 11-32c. for Feb., 13 9-16c. for March, 13 25-32c. for April, 13 31-32c. for May, 14 5-32c. for June, and 14 7-32c for July. The total sales for forward delivery for the week are 96,700 bales, including —— free on board. For immediate delivery the total sales foot up this week 8,272 bales, including 1,380 for export, 3,740 for consumption, 1,408 for speculation, and 1,744 in transit. Of the above, 904 bales were to arrive. The following are the closing quotations:

New Classification.	Uplands.	Alabama.	New Orleans.	Texas
Ordinary.....per lb.	10¾ @....	10¾ @....	10¾ @....	10¾ @...
Strict Ordinary.....	11¾ @....	11¾ @....	11¾ @....	11¾ @...
Good Ordinary.....	12 @....	12 @....	12¾ @....	12¾ @...
Strict Good Ordinary.....	12¾ @....	12¾ @....	12¾ @....	12¾ @...
Low Middling.....	12¾ @....	12¾ @....	12¾ @....	12¾ @...
Strict Low Middling.....	12¾ @....	13 @....	13¼ @....	13¼ @...
Middling.....	13 -16@....	13 3-16@....	13¼ @....	13¼ @...
Good Middling.....	13¾ @....	13¾ @....	13¾ @....	13¾ @...
Strict Good Middling.....	13¾ @....	13¾ @....	13¾ @....	13¾ @...
Middling Fair.....	14 @....	14¼ @....	14¼ @....	14¼ @...
Fair.....	15 @....	15¾ @....	15¾ @....	15¾ @...

STAINED.

Good Ordinary.....	11¾	Low Middling.....	12 5-16
Strict Good Ordinary.....	12¾	Middling.....	12¾

Below we give the sales of spot and transit cotton and price of *Uplands* at this market each day of the past week:

New Classification.	SALES. Exp't.	Con-sump.	Specula'n	Tran-sit.	Total.	PRICES. Ord'ry	Good Ord'ry.	Low Midl'g.	Mid.-dling
Saturday.....	100	200	46	....	346	11¾	12¼	12 15-16	13¼
Monday.....	160	415	245	....	820	11	12¼	12 13-16	13¼
Tuesday.....	155	713	250	....	1,118	11	12¾	12 13-16	13¼
Wednesday.....	600	1,039	154	....	1,823	10¾	12	12¾	13 1-16
Thursday.....	295	458	350	....	1,103	10¾	12	12¾	13 1-16
Friday.....	50	885	993	1,744	3,042	10¾	12	12¾	13 1-16
Total.....	1,380	3,740	1,406	1,744	8,272	....	....	....	....

For forward delivery the sales (including —— free on board, have reached during the week 96,700 bales (all middling or on the basis of middling), and the following is a statement of the sales and prices

For November. bales.	cts.	bales.	cts.	bales.	cts.	For May. bales.	cts.
200	13	200	13¼	2,100	13 7-16	100	13 29-32
300	13 1-32	20,300 total Dec.		3,400	13 15-32	1,000	13 15-16
100	13 1-16			1,300	13¾	100	13 31-32
300	13 3-32	For January.		17,700 total Feb.		200	14
600	13¾	1,600	13¾			1,400 total May.	
200	13 5-32	10,600	13 5-32	For March.			
700	13 7-32	800	13 3-16	300	13¾	For June.	
500	13 7-32	1,400	13 7-32	6,400	13 17-32	100	14 1-16
2,900 total Nov.		4,600	13¾	2,900	13 9-16	500	14 3-32
		1,400	13 9-32	2,500	13 19-32	2,000	14¾
For December.		1,900	13 5-16	2,000	13¾	100	14 5-32
500 s. n.	13	1,000	13 11-32	300	13 21-32		
2,900	13 1-32	100	13¾	14,300 total March.		2,800 total June.	
5,900	13 1-16	28,100 total Jan.		For April.		For July.	
2,900	13 3-32			1,300	13 29-32	200	14¼
4,100	13¼	For February.		9,600	13¾	For August.	
400	13 5-32	1,900	13 5-16	1,500	13 25-32	300	14 5-16
1,700	13 3-16	4,700	13 11-32	700	13 13-16	100	14 11-32
2,200	13 7-32	500	13¾	13,100 total April.		400 total Aug.	
		4,200	13 13-32				

The following will show spot quotations and the closing prices bid for futures at the several dates named:

MIDDLING UPLANDS—AMERICAN CLASSIFICATION.

	Fri.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
On spot.....	13¼	13¼	13¼	13¾	13 1-16	13 1-16	13 1-16
November..	13 3-16	13¼	13 1-.6	....	....	....	....
December....	13 3-16	13 5-32	13¼	13 1-32	13 1-16	13 1-16	13 1-16
January.....	13 5-16	13 9-32	13¼	13 3-16	13¾	13¾	13 5-32
February.....	13 7-16	13 1-.2	13¾	13 11-32	13 5-16	13 5-16	13 11-32
March.....	13 1-32	13 9-16	13 9-16	13 9-16	13¾	13 17-32	13 17-32
April.....	13 25-.2	13 25-32	13¾	13¾	13 23-32	13 23-32	13¾
May.....	13 15-16	13 2)-32	13 29-32	13 29-32	13 29-32	13 29 32	13 15-16
June.....	14¼	11 1-16	14 3-32	14 1-16	14 1-16	14 3-32	14¼
July.....	14¼	14 5-32	14 5-32	14 5-32	14 5-16	14 7-32	14¼
August.....	14¾	14 9-32	14¼	14¼	14 9-32	14 5-16	14 11-32
Sales spot.....	259	366	800	1,119	1,823	1,105	3,043
Sales future..	16,300	20,400	14,400	10,600	23,700	17,100	10,400
Gold.....	114¼	114¼	114¾	115¼	115	115	114¾
Exchange.....	4.82	4.82	4.81	4.81¾	4.81¼	4.81	4.81

THE VISIBLE SUPPLY OF COTTON, as made up by cable and telegraph, is as follows. The continental stocks are the figures of last Saturday, but the totals for Great Britain and the afloat for the Continent are this week's returns, and consequently brought down to Thursday evening; hence, to make the totals the complete figures for to-night (Dec. 3), we add the item of exports from the United States, including in it the exports of Friday only:

	1875.	1874.	1873.	1872.
Stock at Liverpool.....	500,000	506,000	487,000	382,000
Stock at London.....	61,750	111,750	183,500	222,000
Total Great Britain stock	561,750	617,750	670,500	604,000
Stock at Havre.....	177,750	116,500	83,250	243,000
Stock at Marseilles.....	2,250	9,500	10,250	13,000
Stock at Barcelona.....	55,000	51,250	18,500	27,000
Stock at Hamburg.....	13,000	16,500	17,500	34,000
Stock at Bremen.....	28,750	30,000	25,250	38,000
Stock at Amsterdam.....	52,500	79,750	86,750	56,000
Stock at Rotterdam.....	10,500	17,750	22,750	11,000
Stock at Antwerp.....	5,500	4,750	14,250	32,000
Stock at other continental ports..	7,000	20,000	27,000	43,000
Total continental ports.....	352,250	346,000	305,500	492,000
Total European stocks.....	914,000	963,750	976,000	1,096,000
India cotton afloat for Europe....	148,000	145,000	160,000	129,000
American cotton afloat for Europe	537,000	440,000	234,000	274,000
Egypt, Brazil, &c., afloat for E'rope	65,000	89,000	81,000	75,000
Stock in United States ports.....	616,494	607,937	450,195	450,712
Stock in U. S. interior ports.....	96,666	119,863	99,882	78,871
United States exports to-day.....	15,000	18,000	13,000	14,000
Total visible supply. ..bales.	2,392,160	2,383,600	2,064,077	2,117,583
Of the above, the totals of American and other descriptions are as follows				
American—				
Liverpool stock.....	165,000	132,000	96,000	48,000
Continental stocks.....	139,000	123,000	87,000	84,000
American afloat to Europe.....	537,000	440,000	284,000	274,000
United States stock.....	616,494	607,937	450,195	450,712
United States interior stocks.....	96,666	119,863	99,882	78,870
United States exports to-day.....	15,000	18,000	13,000	14,001
Total American.....bales.	1,569,160	1,445,850	1,030,077	949,583
East Indian, Brazil, &c.—				
Liverpool stock.....	335,000	374,000	391,000	334,000
London stock.....	61,750	111,750	183,500	222,000
Continental stocks.....	213,250	218,000	218,500	408,000
India afloat for Europe.....	148,000	145,000	160,000	122,000
Egypt, Brazil, &c., afloat ..	65,000	89,000	81,000	75,000
Total East India, &c.....	823,000	937,750	1,034,000	1,168,000
Total American.....	1,569,160	1,445,850	1,030,077	949,583
Total visible supply....bales.	2,392,160	2,383,600	2,064,077	2,117,583
Price Middling Uplands, Liverp'l.	6¾d.	7¾d.	8¼d.	10d.

These figures indicate an *increase* in the cotton in sight to-night of 8,560 bales as compared with the same date of 1874, an *increase* of 328,083 bales as compared with the corresponding date of 1873, and an *increase* of 274 577bales as compared with 1872.

AT THE INTERIOR PORTS the movement—that is the receipts and shipments for the week and stock to-night, and for the corresponding week of 1874—is set out in detail in the following statement:

	Week ending Dec. 3, 1875. Receipts.	Shipments.	Stock.	Week ending Dec. 4, 1874. Receipts.	Shipments.	Stock.
Augusta, Ga.....	8,567	6,923	16,794	10,041	7,218	20,501
Columbus, Ga.....	2,610	2,373	9,781	4,218	2,380	9,498
Macon, Ga.....	3,347	3,064	7,115	3,950	2,429	9,928
Montgomery, Ala ..	3,500	1,792	10,417	3,799	3,640	8,609
Selma, Ala.....	4,331	3,995	7,208	4,218	4,016	8,584
Memphis, Tenn....	23,465	17,525	42,637	30,240	12,494	51,939
Nashville, Tenn....	3,637	2,356	2,701	4,047	2,185	10,806
Total, old ports	49,457	37,928	96,666	50,503	34,142	119,813
Shreveport, La.....	3,806	4,441	5,745	4 482	3,563	7,282
Vicksb'g, Miss.....	3,329	3,102	1,927	2 085	2,161	1,538
Columbus, Miss....	1,983	1,101	2,674	1,852	1,868	1,196
Eufaula, Ala.....	1,751	1,750	3,518	2,165	1,712	2,654
Atlanta, Ga.....	3,884	2,276	3,55	3,674	3,871	3,221
Charlotte, N. C....	1,873	1,780	403	1,655	1,764	1,007
St. Louis, Mo.....	14,051	12,416	12 268	8 336	6,511	21,776
Cincinnati, O.....	5,487	4,432	6,281	5,638	4,327	8,217
Total, new ports	35,564	31,298	36 370	29.839	25,517	47,187
Total, all.....	85,021	69,226	133.036	80 392	59 659	167.050

The above totals show that the old interior stocks have *increased* during the week 11,529 bales, and are to-night 23,197 bales *less* than at the same period last year. The receipts have been 1,046 bales *less* than the same week last year.

BOMBAY SHIPMENTS.—According to our cable despatch received to-day, there have been —— bales shipped from Bombay to Great Britain the past week, and —— bales to the Continent; while the receipts at Bombay during the same time have been —— bales. The movement since the 1st of January is as follows. These are the figures of W. Nicol & Co., of Bombay, and are brought down to Thursday, Nov. 18:

	Shipments this week— Great Britain.	Con-tinent.	Total.	Shipments since Jan. 1— Great Britain.	Con-tinent.	Total.	Receipts.— This week.	Since Jan. 1.
1875.....				No report				
1874.....	7,000	3,000	10,000	823,000	385,000	1,208,000	10,000	1,259,000
1873.....	11,000	1,000	12,000	717,000	207,000	924,000	10,000	993,000

From the foregoing it would appear that, compared with last year, there is a *decrease* of —— bales this year in the week's shipments from Bombay to Europe, and that the total movement since January 1 shows an *increase* in shipments of 19,000 bales compared with the corresponding period of 1874.

We learn by cable from London, to-day, that there is some break in the wire to India, which prevents any dispatch coming through. We are, therefore, without our usual Bombay figures.

WEATHER REPORTS BY TELEGRAPH.—The past week has not been favorable for the ingathering of the crop. At some points considerable rain has fallen, but almost everywhere it has been damp and drizzling or showery, though the actual rainfall over a considerable section is small. The cold which has been experienced at the North does not appear to have reached very far South.

Galveston, Texas.—On five days of this week there was an incessant drizzle, but as the week closes there was a favorable change. The rainfall this week has been two inches and eighty-three-hundredths, and for the month five inches and sixty-seven-hundredths. The picking has been interfered with by the storm, but the supposition here is that seven-eighths of the crop has been secured. The roads are bad and the movement will be impeded next week. The thermometer has averaged 62, the highest being 73 and the lowest 47.

Indianola, Texas.—We have had drizzling weather on three days, and the balance of the week mostly cloudy, with a rainfall of nine hundredths of an inch. There has been no frost here as yet and vegetation is still green. Rainfall for the month is two inches and thirty-nine-hundredths. The thermometer has averaged 60, the highest being 72 and the lowest 44.

Corsicana, Texas.—On two days of this week ice formed in this vicinity, and it has rained on four days. Picking has been interfered with by the stormy weather, though it is now approaching completion. The rainfall this week has reached ninety-six-hundredths of an inch, and for the month is three inches and ninety-five-hundredths. The thermometer has averaged 53, the highest being 68 and the lowest 29.

New Orleans, Louisiana.—There were five rainy days here this week, the rainfall reaching three and ten hundredths inches. Rainfall for the month six inches and eighty-six hundredths. Average thermometer during the week 65.

Shreveport, Louisiana.—The weather the past week has been cool and damp. There was a drizzling rain on Saturday, Sunday, Monday, Wednesday and Thursday, the rainfall reaching forty-six hundredths of an inch. Receipts continue large, and picking is progressing slowly. Average thermometer for the week 55, highest 71 and lowest 38.

Vicksburg, Mississippi.—It has been showery four days the past week, the rainfall aggregating ninety-two hundredths of an inch. The thermometer has averaged 57, the highest being 65 and the lowest 46.

Columbus, Mississippi.—We have had warm, sultry, wet weather the past week; the rainfall, however, has only reached a total of fifty-eight hundredths of an inch. The thermometer has averaged 61, the highest being 72 and the lowest 51.

Little Rock, Arkansas.—The weather the past week has been warm and cloudy, except Wednesday, which was clear. The thermometer has averaged 51, the highest being 65 and the lowest 35. The rainfall reaches two inches and fifty-six hundredths.

Nashville, Tennessee.—We have had four rainy days here this week, the rainfall reaching seventy-four hundredths of an inch. The thermometer has averaged 48, the highest being 57 and the lowest 39.

Memphis, Tennessee.—There were four rainy days during the week, the rainfall reaching two and ninety-four hundredths inches, and it is now raining. The rest of the week was cloudy. Very much damage is believed to have been done, and there was no picking all the week. The thermometer has averaged 49, ranging from 57 to 42.

Mobile, Alabama.—There were two showery and two cloudy days the early part of the week, but since then the weather has been clear and pleasant. In Mississippi picking has been interfered with by the rainy weather, and cotton is suffering with the rot. Average thermometer during the week 63, highest 72 and lowest 56. Rainfall twenty-eight hundredths of an inch; for the month, five inches and five hundredths.

Montgomery, Alabama.—It has rained here on six days out of the seven, the rainfall reaching a total of twenty-six hundredths of an inch. The continuous wet weather is interfering with picking. Average thermometer for the week 58, highest 68 and lowest 49. Rainfall for the month one inch and ninety-seven hundredths.

Selma, Alabama.—Rain fell here on two days the past week, and the rest of the week was cloudy. Total rainfall thirty-six hundredths of an inch. Average thermometer 58.

Madison, Florida.—There were four rainy days here this week, and the rest of the week was cloudy. The rainfall has reached ninety-one hundredths of an inch. The thermometer has averaged 61, the highest being 67 and the lowest 55.

Macon, Georgia.—We had one rainy day here during the week past. The thermometer has averaged 55, the extremes being 64 and 45.

Atlanta, Georgia.—It was "misty" one day the past week, and the rest of the week was cloudy. Total rainfall four hundredths of an inch. Average thermometer 50, highest 62 and lowest 43.

Columbus, Georgia.—There were two days showery this week, the rainfall reaching twenty-two hundredths of an inch. The thermometer has averaged 55, the highest being 66 and the lowest 42. Rainfall for the month four inches and fifty-three hundredths.

Savannah, Georgia.—It was rainy on five days of the week and cloudy and cold the remaining two days. Total rainfall one inch and fourteen hundredths; for the month one inch and forty-nine hundredths. Average thermometer for the week 57, highest 69 and lowest 45.

Augusta, Georgia.—The weather here has been cold and damp, with light showers on three days, the rainfall reaching thirteen hundredths of an inch. The thermometer has averaged 54, the extremes being 67 and 41. Rainfall for the month three inches and thirty hundredths.

Charleston, South Carolina.—It has been showery here every day the past week. The thermometer has averaged 56, the highest being 67 and the lowest 41. Total rainfall for the month, three inches and sixty-seven hundredths.

The following statement we have also received by telegraph showing the height of the rivers at the points named at 3 o'clock Dec. 2. We give last year's figures (Dec. 4, 1874) for comparison.

	Dec. 2, '75.		Dec 4, '74.	
	Feet.	Inch.	Feet.	Inch.
New Orleans..Below high-water mark.....	12	10	14	11
Memphis .....Above low-water mark.....	18	3	8	3
Nashville.....Above low-water mark.....	16	11	7	0
Shreveport....Above low-water mark.....	3	0	8	0
Vicksburg....Above low-water mark.....	17	11	7	10

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

GUNNY BAGS, BAGGING, &c.—Bagging has ruled quiet during the past week, though prices are slightly in sellers' favor. Since the large speculative transactions, there have been no sales of round parcels, but we note a fair demand for consumption of small lots, and at the close holders are steady at 12½c. cash. Bales are quiet, and prices are nominal. Bags are dull, and quoted at 13@13½c. for 4-40's. Butts rule firm in tone and, with very limited stock, prices are tending upward. The stock is now reduced to 1,600 bales, all of which is held in Boston, and the supply to May 1, '76, only gives an average monthly consumption of 15,000 bales. Sales during past month foot up 20,000 bales, of which about 4,000 bales were on spot at 2¾@3¾c., and balance to arrive, 2¾@3 1-16c. currency for December, 2 13-16c. currency and 2¾c. gold for January; 2¾@3c. currency, and 2¼@2 19 16c. gold for February, March and April. At the close, prices are quoted on spot, Boston, 3¾@3¼c.; and for January arrival, 2¾c. gold, and for February and later 2¼@2 9-16c. gold, or equivalent in currency.

EGYPTIAN COTTON CROP.—Under date of November 6, Quentell, Kelly & Co. write that the "crop prospects have improved materially during the past month on account of the magnificent "weather for maturing the plants, which were backward up to "the beginning of October. When the second pickings begin to "arrive, we shall be better able to judge of the quality; so far as "we can see, some districts which gave the best cotton last year "are disappointing. From Mansourah, however, which is always "later than any of the other parts of the Delta, arrivals are now "coming to hand, and, so far, there is a decided improvement on "the quality of the past two seasons. We think, at present, a fair "estimate of the crop is 2¼ million cantars, or 400,000 bales, and "should the weather continue very favorable during the present "month this estimate may be somewhat exceeded."

Last year's exports (their crop year ends October 1) were about 347,000 bales; so, if the above estimate proves correct, we may look for an increased supply this year of about 50,000 bales from Egypt.

INDIA COTTON CROP.—Our latest reports from India are somewhat conflicting, but, on the whole, favorable, except the Dharwar district, where rain is greatly needed. We have been rather inclined this year to accept the less favorable advices as to probable supply from that quarter, because the conditions of weather in the early season were, in some sections, certainly, much less favorable than in the previous two years. Subsequent good weather can, of course, largely repair previous damage; but a good healthy start (this does not always mean an early start) is the only safe basis to build upon.

For instance, take the Central Provinces and the Berars; up to nearly the first of October. Hingunghat was flooded and all "cotton lands" were declared to be in a "pasty state," with the cotton fields "choked with weeds," so that the "cotton plants were scarcely visible." The Berars also sent complaints of damage from wet weather, but much less pronounced. Last year, on the 14th of September, Messrs. Nicol & Co. reported that in Hingunghat "half the cotton fields are in full bloom," and on the 21st they stated, "should the weather continue like this, we shall "have an early and a bumper crop;" it did continue favorable throughout the Central Provinces and Berars, with quite unimportant exceptions, and the yield was a good one. These Central Provinces and the Berars usually, we believe, furnish now about one-fourth of the Bombay supply, or, say about 300,000 bales, and this is marketed in December and January. Since about the first of October (or, perhaps, say nearer, 25th of September) the weather has been fine in all this section, and now the accounts are much more satisfactory; but still it would seem as if these bad, early conditions must tell upon the final out-turn.

So too, parts of the important Dhollerah district (which, we believe, furnishes nearly one-third of the Bombay supply) suffered in the early part of the season. The difficulty there was a very severe drought, extending way into September. It will be remembered that in our cable despatches from Bombay of Sept. 8 and Sept. 10, this complaint was referred to. Since then the development is said to have been satisfactory, and now they look for a yield equal to last year.

In Dharwar the crop is much later, being marketed about March, and the sowing is not generally completed until about the close of October. Last year heavy rains in October made the planting even later. This season the great complaint is want of rain and all the authorities appear to think it serious, though Messrs. Nicol & Co., under date of October 23rd, state, "we are glad "to learn that refreshing rains have fallen all over the Dharwar "districts." The other Bombay authorities of about the same date do not mention any rain, but speak of the drought as severe.

Putting all these facts in the early development together, not to mention others of lesser importance, we had been led to anticipate a probable smaller supply from India this year. But it would seem that now a pretty favorable view of the prospect is taken at Bombay in all districts except Dharwar; and, if the rain reports in Dharwar prove to be correct, there is, we suppose, no reason why a good crop should not also be made in that district even yet.

That our readers may see what are the present reports, we give them below.

Messrs. W. Nicol & Co., under date of Bombay October 23, write:

Crop accounts.—The reports to hand this week from our correspondents are very favorable, and we are glad to learn that refreshing rains have fallen all over the Dharwar districts.

HINGUNGHAT, 21st.—We are having dry weather, and the cotton plants are maturing fast. In forward fields a little cotton is visible already.

KHAMGAUM, 21st.—The weather continues fair. In several fields I have noticed the cotton is already in pod, and the crop promises well.

SHEAGAUM, 21st.—The weather has been fine, and the cotton plants are healthy. It is generally estimated that we shall have a full crop.

MOORTIZAPORE, 21st.—Cotton plants are progressing favorably.

JULGAUM, 21st.—It is expected that the gins will begin to work by the end of the month.

HOOBLEE (DHARWAR), 22d, by telegram.—Rain since yesterday in all districts.

Messrs. Finlay, Muir & Co., of the same date, say:

"The weather has been fine throughout the country, and, with the exception of the Dharwar districts, prospects are good. In Hingunghat and Berar the plants are in blossom, but the crop is later than last season. In Dharwar the continued want of rain is exciting apprehensions, and, unless an early fall takes place, the prospect for both cotton and cereals is discouraging. From the Dhollera districts accounts are satisfactory, and a crop equal to last year's is looked for."

Messrs. Peel, Cassells & Co., under date of Bombay, October 25, have the following:

"According to the latest advices which have reached us from the cotton districts (under date the 21st inst.), the weather continues favorable, everywhere, for the growing plants. At Hingunghat the crop is maturing fast, and we have already received a sample picked from some forward plants, which, however, cannot be taken as a guide to the ultimate out-turn of this growth. In the Julgaum section of the great Oomrawuttee district, picking has commenced to a small extent, and the ginning by native appliances will commence in a fortnight's time. In the Khamgaum part of this circle the cotton is already bursting the pods in some fields, and, with a continuance of fine weather, this variety promises very well. From the Broach and Dhollerah districts, also, our news is of a satisfactory character, and it is now hoped that the absence of rain in the districts where the latter is grown for so long, may not, after all, have seriously injured the prospects of the crop, as, though tardy, it was abundant; but estimates of the former crop still make the out-turn one-eighth below the average on the north side of the Nerbudda, and our quarter on the south. We learn from Dharwar, this morning, that there had been no rain in that district for some time, and the grain crop was withering in consequence; but the cotton plants had not, so far, suffered."

Messrs. Sir Charles Forbes & Co., under date of Oct. 18, say:

"As regards the new crop it will be somewhat late, and a shortened supply is expected from some of the northern districts, more especially Kutch and Kattywar. The reports from the other districts are generally satisfactory."

Messrs. Fleming & Co., under date of Kurrachee, Oct. 22, report:

"No samples of new cotton have been received yet, but both from the Punjaub and Sind reports are still satisfactory regarding the quality of the growing crop, and the out-turn is likely to be little short of last year's."

LIVERPOOL, Dec. 3.—4:30 P. M.—BY CABLE FROM LIVERPOOL.—The market has ruled steady to-day. Sales of the day were 12,000 bales, of which 2,000 bales were for export and speculation. Of to-day's sales 7,000 bales were American. The weekly movement is given as follows:

	Nov. 12.	Nov. 19.	Nov. 26.	Dec. 3.
Sales of the week.....bales.	61,000	69,000	58,000	70,000
Forwarded.....	5,000	8,000	7,000	11,000
of which exporters took.....	7,000	7,000	6,000	9,000
of which speculators took.....	6,000	3,000	4,000	4,000
Total stock.....	556,000	546,000	523,000	500,000
of which American.....	195,000	173,000	175,000	165,000
Total import of the week.....	54,000	35,000	49,000	46,000
of which American.....	19,000	17,000	34,000	27,000
Actual export.....	7,000	10,000	7,000	10,000
Amount afloat.....	220,000	283,000	325,000	393,000
of which American.....	132,000	181,000	216,000	289,000

The following table will show the daily closing prices of cotton for the week:

	Spot.	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Mid. Upl'ds..		@6⅜	@6⅜	@6⅜	@6⅜	@6⅜	@6⅜
do Orl'ns..		@7 3-16	@7 3-16	@7 3-16	@7 3-16	@7 3-16	@7 3-16

Futures.

SATURDAY.—Oct.-Nov. shipment from Sav. or Chas., Low Mid. clause, by sail, if required, 6 13-16d.
Nov.-Dec. shipment from Sav. or Chas., Low Mid. clause, by sail, if required, 6 13-16d.
Jan.-Feb. shipment from Sav. or Chas., Low Mid. clause, by sail, if required, 6¾d.
Dec.-Jan. shipment from New Orleans, Low Mid. clause, by sail, if required, 6 15-16d.

MONDAY.—Nov.-Dec. shipment from Sav. or Chas., Low Mid. clause, by sail, if required, 6 13-16d.
Dec.-Jan. shipment from Sav. or Chas., Low Mid. clause, by sail, if required, 6 13-16d.
Nov. delivery from Sav. or Chas., Low Mid. clause, 6 13-16d.
Jan.-Feb. shipment from Sav. or Chas., Low Mid. clause, by sail, if required, 6¾d.
April-May delivery from Sav. or Chas., Low Mid. clause, 6¾d.

TUESDAY.—Dec. delivery from Sav. or Chas., Low Mid. clause, 6¾d.
Dec.-Jan. shipment from New Orleans or Texas, Low Mid. clause, by sail, if required, 6¾d.
Jan.-Feb. shipment from Sav. or Chas., Low Mid. clause, by sail, if required, 6 13-16d. bid.
Feb.-March shipment from Sav. or Chas., Low Mid. clause, by sail, if required, 6¾d.

WEDNESDAY.—Dec.-Jan. shipment from Sav. or Chas., Low Mid. clause, by sail, if required, 6 13-16d.
Jan.-Feb. shipment from Sav. or Chas., Low Mid. clause, by sail, if required, 6 13-16d.
March-April delivery from Sav. or Chas., Low Mid. clause, 6 13-16d.

THURSDAY.—Dec. delivery from Sav. or Chas., Low Mid. clause, 6¾d.
Jan.-Feb. delivery from Sav. or Chas., Low Mid. clause, 6¾d.
Feb.-March shipment from Sav. or Chas., Low Mid. clause, by sail, if required, 6¾d.
March-April delivery from Sav. or Chas., Low Mid clause, 6 13-16d.

FRIDAY.—Feb.-March shipment from Sav., or Chas., Low Mid. clause, by sail, if required, 6¾d.
Dec. delivery from Sav. or Chas., Low Mid. clause, 6¾d.
March-April delivery from Sav. or Chas., Low Mid. clause, 6 13-16d.

THE EXPORTS OF COTTON from New York, this week, show a decrease, as compared with last week, the total reaching 14,129 bales, against 19,357 bales last week. Below we give our usual table showing the exports of cotton from New York, and their direction, for each of the last four weeks; also the total exports and direction since Sept. 1, 1875; and in the last column the total for the same period of the previous year.

Exports of Cotton (bales) from New York since Sept. 1, 1875

EXPORTED TO	WEEK ENDING Nov. 10.	Nov. 17.	Nov. 24.	Dec. 1.	Total to date.	Same period prev'us year.
Liverpool	18,252	14,168	15,856	11,450	*118,969	124,244
Other British Ports	....	....	....	....	1,444	....
Total to Gt. Britain	18,252	14,168	15,856	11,450	*120,413	124,244
Havre	....	500	....	225	1,608	2,998
Other French ports	....	....	....	....	....	....
Total French	....	500	....	225	1,608	2,998
Bremen and Hanover	1,271	1,000	1,021	1,284	11,908	7,160
Hamburg	1,000	775	1,480	....	7,016	9,925
Other ports	500	474	....	870	10,805	600
Total to N. Europe	2,771	2,249	2,501	2,454	29,729	17,685
Spain, Oporto & Gibraltar &c	....	....	....	....	....	10
All others	....	....	....	....	350	....
Total Spain, &c	....	....	....	....	350	10
Grand Total	21,023	16,917	19,357	14,129	*152,100	144,937

* We have deducted from this total 28 bales, as the *estimated* cargo of the "Emerald Isle," reported in our shipping news last week, exceeded the actual cargo by that amount.

The following are the receipts of cotton at New York, Boston, Philadelphia and Baltimore for the last week, and since Sept. 1, '75:

RECE'TS FROM—	NEW YORK. This week.	Since Sept. 1.	BOSTON. This week.	Since Sept. 1.	PHILADELP'IA This week.	Since Sept. 1.	BALTIMORE. This week.	Since Sept. 1
New Orleans	4,022	47,402	186	186	....	....	.. ..	....
Texas	3,034	32,644	....	....	....	....	....	....
Savannah	5,481	41,532	1,334	7,910	636	7,443	1,026	8,022
Mobile	....	....	....	....	....	....	....	....
Florida	....	2,953	....	....	....	....	....	....
S'th Carolina	3,589	42,614	....	....	....	....	549	6,936
N'th Carolina	3,199	23,873	....	....	....	....	1,080	8,342
Virginia	8,722	92,331	4,766	20,726	....	....	3,192	26,791
North'n Ports	311	5,596	4,166	24,245	....	....	....	....
Tennessee, &c	8,635	36,860	1,537	13,366	1,128	6,681	215	2,161
Foreign	....	645	....	....	....	....	....	....
Total this year	36,993	287,449	11,989	66,337	1,764	14,127	6,062	52,252
Total last year	33,726	334,527	8,779	74,221	1,995	19,491	5,157	46,304

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 129,992 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in THE CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week.

	Total bales.
NEW YORK—To Liverpool, per steamers Montana, 3,133....Germanic, 2,142...City of Chester, 1,081...City of Bristol, 1,674...Helvetia, 1,803....Abyssinia, 1,338...per ship Inspector, 400	11,450
To Havre, per steamer France, 225	225
To Bremen, per steamer Neckar, 1,584	1,584
To Rotterdam, per steamer Rotterdam, 870	870
NEW ORLEANS—To Liverpool, per steamers Pascal, 4,665....Texas, 4,395....per ship Norris, 3,659	12,699
To Falmouth, per bark Susan L. Campbell, 2,145	2,145
To Havre, per ships Emma, 2,910...Reunion, 3,403...per barks Comtesse Duchatel, 1,116....Leon, 805...Gem, 1,601	9,845
To Bremen, per steamer Frankfurt, 3,113....per bark Norge, 1,483	4,596
To Antwerp, per ship Wyoming, 2,787	2,787
To Reval, per steamer Durham, 4,750	4,750
To Barcelona, per steamer Castilla, 3,000....per bark Antonio, 1,295	4,295
To Malaga, per bark Tigri, 1,460	1,460
To Vera Cruz, per steamer City of Mexico, 1,107	1,107
MOBILE—To Liverpool, per ship Her Majesty, 4,509	4,509
To Grimsby, per bark F. J. McLellan, 1,923	1,923
To Havre, per schooner Henry Norwell, 1,751	1,751
CHARLESTON—To Liverpool, per ships Lillie Soullard, 3,301 Upland and 63 Sea Island....Nonautum, 3,710 Upland and 75 Sea Island....per bark Savanna, 2,453 Upland	9,602
To Havre, per schooner Sullivan Sawin, 1,850 Upland and 156 Sea Island	2,006
To Barcelona, per bark Renom, 1,550 Upland....per brigs Acancia, 490 Upland....Panchito, 696 Upland	2,736
SAVANNAH—To Liverpool, per ships Ragnar, 2,969 Upland and 120 Sea Island....George Bell, 3,859 Upland....per barks M. and E. Cann, 3,121 Upland....Jessie Gilbert, 1,950 Upland	12,029
To Cork or Falmouth, for orders, per bark Atalanta, 1,180 Upland	1,180
To Havre, per bark Kate Burrill, 2,130 Upland and 30 Sea Island	2,160
To Bremen, per barks Hjemmet, 1,206 Upland....Arracan, 2,425 Upland	3,631
To Antwerp per bark Navesink, 2,383 Upland	2,383
To Barcelona, per bark Valparaiso, 2,740 Upland	2,740
To Genoa, per barks Lizzie, 1,452 Upland....Fruen, 1,171 Upland	2,623
TEXAS—To Liverpool, per steamer Ambola, 2,465... per ships Preston, 2,597....George Peabody, 4,571	9,573
To Cork, for orders, per bark N. May, 2,023	2,023
To Bremen, per schooner Annie Burt, 1,845	1,845

NORFOLK—To Liverpool, per ship Australia, 2,074 2,074
BALTIMORE—To Liverpool, per steamer Hibernian, 195 195
BOSTON—To Liverpool, per steamers Parthia, 571... Palestine, 3,600 ... 4,171
PHILADELPHIA—To Liverpool, per steamer Lord Clive, 2,796. 2,796

Total..... 123,993

The particulars of these shipments, arranged in our usual form, are as follows:

	Liver-pool	Cork & Palm'th.	Havre.	Bre-men.	Ant-werp.	Reval.	Barce-lona.	Genoa.	Total.
New York	11,450	....	225	1,584	....	....	....	....	14,129
New Orleans	12,609	2,145	9,845	4,596	2,787	4,750	4,225	....	43,614
Mobile	4,582	....	1,751	....	....	....	....	....	8,183
Charleston	9,603	....	2,006	....	....	....	2,736	....	14,341
Savannah	12,0 9	1,180	2,160	3,631	2,353	....	2,740	2,623	26,746
Texas	9,873	2,022	. .	1,845	....	....	....	....	13,740
Norfolk	2,074	....	....	....	....	....	....	....	2,074
Baltimore	195	....	....	....	....	....	....	....	195
Boston	4,171	....	....	....	....	....	....	....	4,171
Philadelphia	2,796	....	....	....	....	....	....	....	2,796
Total	69,3 8	5,347	15,987	11,656	5,140	4,750	9,701	2,623	129,993

Included in the above totals are, from New York, 870 bales to Rotterdam; from New Orleans, 1,460 bales to Malaga and 1,107 bales to Vera Cruz; from Mobile, 1,923 bales to Grimsby.

Below we give all news received to date of disasters, &c., to vessels carrying cotton from United States ports:

AMERICA, str., Billups, was towed to sea from Charleston by steamer Metropolis, bound for Baltimore, Nov. 21. When they got outside they encountered a strong head wind, and when off Cape Romain, A.M. 22d, the lines gave way. They were afterward made fast, but from the strong head wind it was found impossible to proceed, and she was towed into Tybee.

SOMERSET, str., Matthews, from Savannah for Boston, put into Hampton Roads, Nov. 24, with boilers leaking.

W. A. SCHOLTEN, str. (Dutch), before reported as at Rotterdam, after being ashore, proceeded to London from Rotterdam, and has gone into the dry dock for repairs.

PAMPERO, bark (Br.), Lowden, arrived at Liverpool, Nov. 26, from New York, damaged by collision with another vessel.

Cotton freights the past week have been as follows:

	Liverpool. Steam.	Liverpool. Sail.	Havre. Steam.	Havre. Sail.	Bremen. Steam.	Bremen. Sail.	Hamburg. Steam.	Hamburg. Sail.
	d.	d.	c.	c.	c.	c.	c.	c.
Saturday	@7-16	@5-16	@¾	..	1 comp.	..	1 comp.	..
Monday	@7-16	@5-16	@¾	..	1 comp.	..	1 comp.	..
Tuesday	@13-32	@5-16	@¾	..	1 comp.	..	1 comp.	..
Wednesday	@13-32	@5-16	@¾	..	1 comp.	..	1 comp.	..
Thursday	@13-32	@5-16	@¾	..	1 comp.	..	1 comp.	..
Friday	@1-16	@5-16	@¾	..	1 comp.	..	1 comp.	..

Market steady.

BREADSTUFFS.

FRIDAY, P. M., December 3, 1875

The flour market, this week, has been quiet, and prices have developed some weakness. There has been gradually an accumulation of stocks at this point, and holders show some anxiety to effect a reduction. It is expected that the close of inland navigation at the North and West, together with a considerable advance in rail freights eastward, will materially reduce receipts at this point; but the present needs of sellers, and the check upon exportation which is imposed by the dull foreign advices, and the scarcity and high rates of ocean freights, are the ruling influences at the moment. To-day, the market was dull and prices weak.

The wheat market has not varied to any important extent. The stock here is unusually large, and receipts at the West have continued on a liberal scale, showing a large increase over last year; but large quantities have been detained on the canal and river, by their sudden closing, and it is believed that high rail freights will prevent any considerable supplies coming forward during the winter. The demand has been limited, whether for export or milling; foreign advices have been dull, and ocean freights scarce and higher; and there has consequently been some disposition to operate at the West for a decline. Late sales embraced No. 2 Milwaukee at $1 28@$1 29, and prime to choice No. 1 spring at $1 37@$1 40. To-day, the market was very dull and prices nominally 2@3c. lower. The Western markets were also lower under the subsidence of speculation and large receipts.

Indian corn declined early in the week, and several boat loads of prime sail mixed sold on Wednesday at 73@73½c., from which there was a recovery yesterday to 74½c. The demand has not been active, but receipts and stocks are comparatively small at all points, and holders feel much confidence. Still, the supply of new Western has been pretty fair, selling in the range of 61@70c., with new Southern yellow at 72@74c., so that no scarcity is felt. To-day, the market was less active and scarcely so firm.

Rye has been quiet, but prices have ruled rather better. Barley has been active, and prices have advanced 3@5c. per bushel, selling yesterday at $1 15 for No. 2 Bay Quinte, $1 22 for No. 1 do. Canada peas have been quiet and unchanged. Oats have been irregular. A speculative demand, with moderate supplies, caused some improvement in the more desirable qualities; but, yesterday the whole market relapsed into dulness, except for prime white, with No. 2 Chicago not salable at over 47c. To-day, there was a firmer feeling but a quiet trade.

The following are closing quotations:

FLOUR.		GRAIN.	
No. 2	@ bbl. $3 75@ 4 25	Wheat—No. 3 spring, bush.	$1 12@ 1 17
Superfine State & Western	4 65@ 5 00	No. 2 spring	1 20@ 1 28
Extra State, &c.	5 30@ 5 50	No. 1 spring	1 33@ 1 38
Western Spring Wheat extras	5 25@ 5 60	Red Western	1 10@ 1 30
do XX and XXX	5 75@ 6 75	Amber do	1 35@ 1 45
do winter wheat X and XX	5 25@ 8 25	White	1 40@ 1 52
City shipping extras	5 50@ 6 25	Corn—Western mixed	64@ 75
City trade and family brands	6 50@ 7 75	White Western	68@ 77
Southern bakers' and family brands	7 00@ 8 25	Yellow Western	72@ 76
Southern shipp'g extras	5 50@ 6 75	Rye	85@ 98
Rye flour, superfine	5 00@ 5 40	Oats—Black	..@ ....
Corn meal—Western, &c.	3 25@ 3 75	Mixed	40@ 49
Corn meal—Br'wine, &c.	3 95@ 4 00	White	47@ 53
		Barley—Western	..@ ....
		Canada West	1 07@ 1 25
		State	85@ 1 12
		Peas—Canada	1 07@ 1 25

The movement in breadstuffs at this market has been as follows:

	RECEIPTS AT NEW YORK. 1875. For the week.	1875. Since Jan. 1.	Since Jan. 1, 1874.	EXPORTS FROM NEW YORK. 1875. For the week.	1875. Since Jan. 1.	1874. For the week.	1874. Since Jan. 1.
Flour, bbls.	123,925	3 515,603	3,710,835	37,492	1,740,221	37,697	2,008,486
C. meal, "	1,955	116,137	163,581	2,711	164,858	3,116	164,539
Wheat, bus.	1,858,654	32,353,858	11,100,324	321,368	24,778,050	413,778	33,359,452
Corn, "	338,462	21,416,666	28,469,472	134,896	12,397,8 9	213,3.6	18,031,118
Rye, "	29,457	284,812	586,244	....	159,952	....	611,561
Barley, "	453,792	4,536,966	2,696,815	....	110	....	3,000
Oats "	393,937	10,136,163	10,456,497	3,894	131,886	300	117,769

The following tables show the Grain in sight and the movement of Breadstuffs to the latest mail dates.

RECEIPTS AT LAKE AND RIVER PORTS FOR THE WEEK ENDING NOV. 27, 1875, AND FROM AUGUST 1 TO NOV. 27:

At—	Flour, bbls. (196 lbs.)	Wheat, bush. (60 lbs.)	Corn, bush. (56 lbs.)	Oats, bush. (32 lbs)	Barley, bush. (48 lbs.)	Rye, bush. (56 lbs.)
Chicago	33 948	516,962	217,375	138,867	104,875	7,454
Milwaukee	47.488	1,682,519	11,120	24,250	27,9 3	3,540
Toledo	1,932	112,009	261,823	14,510	18,572	400
Detroit	10,028	106,733	3,880	19,3 6	7,481	....
Cleveland	*3,150	51,150	2,450	8 450	850	....
St. Louis	23,611	127.096	151,750	45,741	19,6 6	7,284
Peoria	2,020	11,150	104,410	73,460	12,600	18,500
Duluth	*500	12,995	....	....	....	....
Total	122,727	1,970,904	753,808	323,624	191,907	37,178
Previous week	141,756	1,967,880	645,288	432,756	138,125	39,065
Corresp'ng week, '74	125,106	962,198	763,430	304,476	163,693	27,952
" '73	124,932	1,216 742	881,562	382,896	141,786	36,097
" '72	97,536	694,652	625,0 6	303,242	194,719	23,191
" '71	86,196	376,844	1,064,164	297,343	127,341	30,373
" '70	150,375	1,328,751	932,837	327,164	104,448	32,009
Total Aug. 1 to date	1,893,155	34,231,579	17,507,8 5	13,569,008	3,870 6 8	1,124,795
Same time 1874	2,059,551	31,040,915	16,544,958	10,711,7 8	3,451,782	560 849
Same time 1873	2,144,72	36,775,297	25,045,984	10,2 4,413	3,134,171	865,9 3
Same time 1872	2,066,136	27,521,116	25,815,089	10,4 0,850	5,611,068	921,374

* Estimated.

SHIPMENTS OF FLOUR AND GRAIN from lake ports for the past four weeks and from Jan. 1 to Nov. 27, inclusive, for four years:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Nov. 27, '75	141,022	1,412,173	595,491	294 113	81,131	19,105
Nov. 20, '75	167,908	2,008,400	713,395	379,721	89,415	15 211
Nov. 13, '75	170,395	2,045,905	806 710	796 271	131 689	69,679
Nov. 6, '75	162,409	2,540,605	1,196,5 0	908,523	62,688	31,140
Jan. 1 to date	4,957,581	56,151,468	41,050,0 3	18,536,781	2,787 786	6 2,042
Same time 1874	5,320,648	59,2 8,903	43,021,532	16,160,0 6	2,840,468	2,915,926
Same time 1873	5,443,727	53,992,803	49,112,987	20,743,897	3,858,854	1,307,860
Same time 1872	4,239,041	80,101,415	66,017,391	18,254,302	5,447,913	1,150,220

RECEIPTS OF FLOUR AND GRAIN AT SEABOARD PORTS FOR THE WEEK ENDING NOV. 27, 1875, AND FROM JAN. 1 TO NOV. 27:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	122,567	1,833,893	324,000	580,133	536,263	30,211
Boston	43,476	8,271	50,036	88,184	23,029	....
Portland	4,287	40)	5,200	5,400	....	....
Montreal	20,080	43,421	...	2,300	300	....
Philadelphia	18,630	116,600	68,400	42,000	62,500	500
Baltimore	22,048	55,600	69,700	7,800	....	1,000
New Orleans	23,196	.. ..	51,684	53,520	....	....
Total	254,234	2,059,385	569 0.5	774,237	622,092	31,811
Previous week	300 945	1,963,357	703,246	835,449	535,731	19,678
Cor. week '74	256,890	2,002,296	926,552	608,901	437,032	2,270

And at Montreal 1,648 bush. peas.

Total Jan. 1 to date	8,890,115	51,456,045	51,885,498	19,018,619	4,524,819	457 090
Same time 1874	9,927,15	59 836,481	48,7 5,719	19,111,344	3,301,098	492 754
Same time 1873	8,786,009	45,708,616	46,289,962	20,~89,134	3,141,275	1,021,162
Same time 1872	7,093,501	23,279,760	69,832,914	20,945,933	4,684,537	584,073

THE VISIBLE SUPPLY OF GRAIN, including the stocks in granary at the principal points of accumulation at lake and seaboard ports, in transit on the lakes, the New York canals and by rail, Nov. 27, 1875:

	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
In store at New York	5,371,858	851,726	1,194,999	329,898	107,290
In store at Albany	30,000	4,000	43,000	283,000	14,000
In store at Buffalo	2,812,664	444,540	209,121	155,446	22,572
In store at Chicago	1,864,045	448,092	372,759	3 2,3 7	133 884
In store at Milwaukee	1,050,180	9,049	30,196	151,481	3,741
In store at Duluth	73,985	....	....	....	....
In store at Toledo	554,489	137,195	229,744	27,050	2,543
In store at Detroit	112,479	17,840	44,527	28,291	400
In store at Oswego*	375,000	100,000	50 000	250,000	10.000
In store at St. Louis	781,551	66,925	156,336	130,540	40,428
In store at Peoria	6,607	42,899	95,879	94,225	4,562
In store at Boston	1,181	43,811	298,904	60,414	513
In store at Toronto	217,510	....	2,819	66,414	2,853
In store at Montreal	330,358	39,099	13,312	7,378	....
In store at Philadelphia*	275,000	230,000	100.000	80,000	6.500
In store at Baltimore*	108,049	130 084	65,000	18,000	7,500
Lake shipments	1,109,731	279,145	94,236	....	5,925
Rail shipments	309,443	306,318	188,827	61,131	13,147
On New York canals*	850,000	185,000	200,000	375,000	18,000
Total	15,762,138	3 354,860	3,441,799	2,308,373	392,478
Nov. 20, 1875	16.0 4,982	4,813 012	3,786,287	2,822 270	448,294
Nov. 23, 1874	9,766,234	3,173,417	2,073,906	1,862,486	136,706

* Estimated.

THE DRY GOODS TRADE.

FRIDAY, P. M., Dec. 3, 1875.

During the past week business has continued quiet with the domestic commission houses in nearly all departments; the jobbing trade has been sluggish, and imported goods have moved slowly. The export demand for cotton goods has been fairly active, and the total shipments of dry goods from this port for the week ending November 30 reached the aggregate amount of over 1,000 packages. Bleached shirtings were exported to Liverpool in considerable quantities, and a shipment of American ribbons was made to that port. The extremely low prices ruling in this market for shirts and drawers have attracted the attention of foreigners, and some small lots have been exported as an experiment. The clothing trade having supplied their earliest wants for spring have been operating sparingly, and transactions in cotton goods with shirt manufacturers have not been quite so large as was expected. The holiday demand for choice styles of prints, &c., has been of moderate proportions, but increased activity in this connection is looked for in the near future. Business with near-by sections has been stimulated by cold weather this week, and jobbers in the West and South report a satisfactory movement in fall and winter goods.

DOMESTIC COTTON GOODS.—There has been a liberal demand for heavy standard, four yard, and fine brown Sheetings, and these goods closed firm with an upward tendency, Atlantic H being advanced ¼c. by agents, while other makes are held "at value." Bleached Shirtings dragged and sales were light in the aggregate amount, although large lines of medium qualities were placed with the trade "on memorandum," to be charged up hereafter—probably at lower figures than those now ruling. White Rock bleached shirtings were reduced to 10½c., and increased discounts were offered on some other makes. Cotton flannels in low qualities were in good demand, and are closely sold up to receipts by agents. Corset jeans and satteens lost much of their late buoyancy, but were in steady request for small lots. Tickings were a shade more active, but denims, cheviots, checks and stripes remained dull, and cottonades were only in limited request. Rolled jacconets were advanced to 6c. in jobbers' hands, and met with moderate sales. Grain bags, cotton batts and carpet warps continued quiet, and the former are not very strong at present prices. Print cloths were unchanged at 4¼c. cash @4½c. 60 days for standard 64x64 makes. Prints in new plaid effects found ready sale for the holiday trade, and robes and shirtings were distributed in considerable amounts, but dark madder fancies remained quiet. Ginghams moved slowly, but plaid cotton dress goods and imitation mohair coatings met with fair sales.

DOMESTIC WOOLEN GOODS.—This week there has been a less active movement in woolen goods for men's wear. The clothing trade bought sparingly of spring weights, and jobbers' selections of heavy goods were restricted to small parcels, necessary for keeping up assortments. Overcoatings and cloakings were relatively the most active goods in this connection, and prices were fairly maintained. Cassimeres were in limited request and worsted coatings—which are in large supply—were comparatively neglected. Cloths and doeskins were very quiet, but plain black and printed satinets, in low grades, were distributed in fair amounts. Kentucky jeans were generally quiet, but a few large lots were closed out by agents at a concession from former holding rates. Flannels and blankets were in steady request for comparatively small lots. Dress goods, shawls and skirts moved slowly, but the cold weather gave an impetus to the demand for Cardigan jackets, nubias, scarfs and fancy knit hosiery goods, which were sold in considerable parcels.

FOREIGN DRY GOODS.—There was a moderate demand for goods suitable for the coming holiday trade, and plain, fancy and initial handkerchiefs, lace goods and embroideries met with fair sales. Dress goods ruled quiet, except such staple fabrics as cashmeres, merinos, Empress cloths, drap d'ete, alpacas and mohairs, which were taken in limited amounts for the renewal of assortments. Black and colored dress silks were in steady demand, and a few large sales of American silks were made privately and through the auction rooms. Velvets were in fair request in both Mantilla and trimming makes. Ribbons continued quiet and weak, and there was not much animation in millinery silks. Housekeeping, shirting and clothing linens moved slowly, and white goods were generally dull. Woolen goods for men's wear were exceedingly quiet in importers' hands, and sluggish with jobbers. Hosiery and gloves were in steady request and firm. Paris and Vienna, imitation India, Decca, and real camel's hair shawls, were in better demand by first-class retailers.

We annex prices of a few articles of domestic manufacture:

Brown Sheetings and Shirtings.

	Width.	Price.		Width.	Price.		Width.	Price.
Allendale	8-4	23	Great Falls M	36	8½	Newmarket A	36	8½
do	9-4	22½	do S	33	8	do D	36	9½
do	10-4	27½	do E	36	9½	Putnam AA	36	29½
do	11-4	30	do J	36	8½	Pepperell	7-4	20
do	12-4	35	Graniteville	36	9½	do	8-4	22½
Androsc'ggin	9-4	27½	do	7-8	8½	do	9-4	25
do	10-4	30	Hallowell	36	9½	do	10-4	27½
Adriatic	36	8½	do	40	10½	do	11-4	32½
Agawam F	36	7½	do	32	9	do	12-1	3[illegible]
Alabama	36	6½	Harrisburg A	26	8½	do E fine	39	9½
Albion A	36	....	do B	30	7½	do R	36	8½
Atlantic A	36	9½	Indian Head	36	9½	do O	33	6
do D	36	8½	do	3	8½	do N	30	7½
do H	36	9½	do	40	13½	Pequot A	36	9½
do P	37	8	do	48	15	do B	40	11½
do LL	36	7½	Ind'n Or. RR	30	7½	do	9-4	21½
Appleton A	36	9½	do NN	33	8½	do	10-4	32½
do N	33	....	do EE	36	9½	Pittsfield A	36	7½
Augusta	36	7½	do AA	40	10½	Pocasset Canoe	39	9½
do	30	7½	do DW	36	9½	Portsmouth A	36	7½
do A	27	6	Laconia O	39	9	Plum Island	36	10½
Amoskeag	36	....	do B	36	8½	do	39	11½
do	45	13½	do E	36	8	Saranac fine O	36	7½
do	48	14	do	9-4	25	do R	36	8½
do	60	19	do	10-4	27½	do E	36	10½
Boston	36	9½	do	11-4	32½	Stark A	36	....
do	40	12	Langley	36	10	do B	36	....
do	10-4	32½	Laurel H	36	8½	Swift River	36	....
do	8-4	27½	Lyman C	36	....	Suffolk A	36	7½
do	9-4	30	do E	36	10½	Tremont CC	36	9
Broadway	36	7½	do T	36	8	Utica	36	....
Bedford R	30	6½	Langdon GB	4-4	13	do heavy	40	14½
Boott S	40	8½	Lawrence D	36	8½	do	48	22½
do W	48	12½	do XX	36	9½	do	72	....
do FF	36	11	do LL	36	8	do	73	37½
do RR	36	9	do J	36	....	do	86	35
Cabot A	36	9	do Y	36	8½	do	96	40
do W	7-8	....	Mass. J	29	7½	do heavy	110	37½
Continental C	36	9½	do E	38	8	Waltham F	36	18
Conestoga D	28	....	do BB	36	8	do	5-4	15½
do G	30	7½	do M	40	8½	do	9-4	25
do S	33	8½	do standard	36	9½	do	10-4	27½
do W	36	9½	Maxwell	40	14	do	11-4	....
do AAA	..	11½	Medford	36	9½	Warren R	40	10½
Crescent	36	9½	Mystic River	36	8½	do W	36	9½
Dwight X	30	7½	Nashua fine O	33	8½	do AA	40	14
do Y	33	7½	do R	36	9	Wachusett	36	9½
do Z	36	8½	do E	36	10	do	30	8½
do ZZ	40	9½	do W	48	16	do	40	13½
do Star	36	9½	do	9-4	....	do	48	15½
Exeter A	36	8½	do	10-4	....			

Cotton Sail Duck.

Woodberry and Druid Mills and Fleetwing.		No. 8	25	Ontario and Woodberry USA Standard	23½ in.
No. 0	40	No. 9	24	do	8 oz. 20
No. 1	38	No. 10	22	do	9 oz. 22
No. 2	36	Light duck—		do	10 oz. 24
No. 3	34	Bear (8 oz.) 29 in.	17	do	12 oz. 29
No. 4	32	do heavy (9 oz.)	20	do	15 oz. 26
No. 5	30	Mont. Ravens 29in.	19	Ontario Twls, 29in.	31
No. 6	28	do 40in.	28	do 36in.	23
No. 7	26			Ex twls "Polhem's"	17

Denims.

Amoskeag	20	Cordis XX brn	12½	Thorndike A	10½
do B	15	do X brn	11½	Uncasv'e UCA	14
Boston	9	Everett	20	York	20
Beaver Cr, AA	15½	Lewiston	20	Warren AXA	16
do BB	13½	Otis AXA	16	do BB	14
do CC	11½	do BB	14	do CC	12
Carlton	....	do CC	12	Gold Medal	10
Columb'n h'y bro	18	Pearl River	19	Haymaker	10
do XXX brn	17	Palmer	10		

Checks.

Caledonia, No. 7	12½	Far. & Min. No. 10	22	Union M. No. 50	17-18
do No. 8	14	Park Mills, No. 50	15	do No. 70	12
do No 9	16	do No. 60	14½	do No. 80	13
do No. 10	18	do No. 70	16	do No. 90	14
do No. 70	19	do No. 80	17½	do No. 900	16
Far. & Min, No. 5	12	do No. 90	19	do No. 800	16
do No. 6	14	do No. 100	21	do No. 700	14
do No. 7	16	Union Mills, No. 18	15	Prodigy	15
do No. 8	18	do No. 20	17	Lewiston A	12½
do No. 9	19				

Stripes.

American	10-11	Everett heavy	17	Thorndike A	14
Amoskeag	13-14	Hamilton	13-14	do B	13
do fancy	14	Lew'n AA Chev.	13	Uncasville A	10-11
Bates Cheviot	12½	do A	12	do UCA	12-13
Cordis awning	25-27½	Massabesic	13	Whittenton AA	14
Columbian	9½	Otis BB	12	do B	11
Everett Cheviot	15	Park Mills Ch't	13½	do fancy XX	5

Cotton Yarns.

Empress 6 to 12	24	Sargeant 6 to 12	24	IXL 6 to 12	24
Pendleton do	24	Fontenoy do	24	XXX do	24

Tickings.

Amosk'g ACA	22½	Cordis No. 1	32	Omega B	17½
do do 36	27½	do awning	25	do A	19
do A	19	do No. 2	18	do ACA	20
do B	16	do No. 3	16	do do 36	22
do C	14½	do No. 4	14	do medal	24
do E	12½	do No. 5	12	Minnehaha 7-8	22½
do awning	19	do No. 6	11	do 4-4	25
do do ACA	25	do No. 7	10	Pearl River	20
Albany	....	Easton	9-11	Palmer	8
Conestoga	60 25	Hamilton reg	16	Pemberton AA	18
do FF 7-8	21	do D	13½	do B	11
do prem A 4-4	22	Hampden CC	30 14½	do E	10½
do ex 4-4	20	do BB	12	Pittsfield	8½
do ex 7-8	17½	do TRA	21	Swift River	10
do Gld mdl 4-4	17½	Lewiston A	36 24	Thorndike A	10½
do CCA 7-8	14½	do A	32 19	do C	10½
do CT 4-4	15½	do A	30 17	Willow Br'k No 1	19
do Penna 4-4	13½	Methuen AA	18	Whittenton XXX	25
do AA	12	do ASA	20	do A	....
do X	10½	Lancaster 4-4	25	York	50 17
Cordis AAA	32 18	do 7-8	22	do	32 21
do ACE	32 20	Omega C	14		

Cotton Batts.

Dirigo	18	Hanover	10	Rock Island	15
H. H	9	Logan	18	Russian	19
Irving	16	Jackson	20	Standard	19
Granger	23	Honest Injun	13½	Wyoming	18

Glazed Cambrics.

Ellerton	7	Harmony	6	Washington	6½
Franklin	7	Red Cross	7	High colors 1c. higher.	
Garner	6½				

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Dec. 2, 1875, and the corresponding weeks of 1874 and 1873 have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING DECEMBER 2, 1875:

	1873		1874		1875	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs	Value
Manufactures of wool....	214	$83,397	567	$247,528	522	$214,473
do cotton..	393	87,314	496	126,367	594	174,190
do silk.....	180	103,891	354	271,023	423	315 108
do flax.....	265	57,160	632	134,180	747	134,423
Miscellaneous dry goods.	680	135,992	2,345	149,946	1,312	141,367
Total.....	1,672	$467,154	4,350	$929,044	3,598	$979,550

WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DURING THE SAME PERIOD:

Manufactures of wool....	361	$160,892	313	$134,699	194	$79,496
do cotton..	187	64,609	154	37,359	145	42,016
do silk.....	91	80,622	41	46,487	40	44,514
do flax.....	514	114,139	152	55,897	356	74,001
Miscellaneous dry goods.	279	14,619	657	25,925	137	9,157
Total	1,432	$434,881	1,317	$301,477	872	$249,134
Add ent'd for consumpt'n	1,672	467,154	4,350	929,044	3,598	979,550
Total thrown upon m'k't.	3,104	$902,035	5,667	$1,230,521	4,470	$1,228,684

ENTERED FOR WAREHOUSING DURING SAME PERIOD:

Manufactures of wool....	544	$254,679	289	$95,811	358	$154,176
do cotton..	254	101,150	140	51,935	274	108,032
do silk.....	129	105,949	40	42,633	77	62,201
do flax.....	946	120,928	165	39,160	460	89,560
Miscellaneous dry goods.	490	43 357	42	14,940	2 665	53,144
Total	2,363	$625,963	676	$244,459	3,829	$467,111
Add ent'd for consumpt'n	1,672	467,154	4,350	929,044	3,598	979,550
Total entered at the port.	4,035	$1,092,117	5,026	$1,173,503	7,427	$1,446,661

Imports of Leading Articles.

The following table, compiled from Custom House returns shows the foreign imports of leading articles at this port since Jan. 1, 1875, and for the same period of 1874:

[The quantity is given in packages when not otherwise specified.]

	Since Jan. 1, '75.	Same time 1874		Since Jan. 1, '75.	Same time 1874
China, Glass and Earthenware—			Metals, &c.—		
China.....	13,471	13,237	Cutlery.....	3,958	4,284
Earthenware...	34,719	33,836	Hardware.....	2,469	3,278
Glass.....	397,250	380,166	Iron, RR. bars...	23,611	258,801
Glassware.....	31,451	36,485	Lead, pigs.....	78,405	200,041
Glass plate.....	8,654	7,938	Spelter, lbs.....	934,858	2,247,341
Buttons.....	6,588	6,441	Steel.....	77,938	110,229
Coal, tons.....	56,589	65,106	Tin, boxes.....	822,819	951,100
Cocoa, bags...	20,302	23,513	Tin slabs, lbs....	6,275,469	10,023,521
Coffee, bags.....	1,517,377	1,331,954	Rags.....	138,802	128,139
Cotton, bales.....	3,555	2,918	Sugar, hhds, tcs. & bbls.....	533,138	582,090
Drugs, &c—			Sugar, bxs & bags.	1,651,798	1,381,940
Bark, Peruvian..	27,332	37,027	Tea	719,332	1,110,337
Blea. powders...	28,437	26 312	Tobacco.....	58,214	69,873
Cochineal.....	5,408	5,941	Waste.....	1,767	3,894
Cream Tartar...	624	1,790	Wines, &c—		
Gambier.....	10,609	• 31,334	Champagne, bks.	98,941	110,950
Gum, Arabic....	5,055	5,602	Wines.....	155,379	155,099
Indigo	3,176	3,570	Wool, bales.....	58,690	49,685
Madder.....	1,616	1,985	*Articles reported by value—*		
Oils, essential..	989	887	Cigars.....	$1464,042	$2031,722
Oil, Olive.....	32,642	32,040	Corks.....	76,054	90,848
Opium.....	1,015	1,545	Fancy goods..	1,110,918	1,056,503
Soda, bi-carb....	19,400	47,498	Fish.....	274,008	380,956
Soda, sal.....	48,968	47,739	Fruits, &c.—		
Soda ash.....	51,869	49,415	Lemons.....	690,967	1,144,285
Flax	7,376	9,735	Oranges.....	1,8 2,399	1,328,790
Furs	7,627	6,707	Nuts.....	774,324	1,160,051
Gunny cloth.....	1,423	951	Raisins.....	1,510,677	1,860,177
Hair.....	4,496	4,126	Hides, undressed..	9,178,418	12,797,329
Hemp, bales.....	100,178	136,429	Rice.....	392,927	721,875
Hides, &c—			Spices, &c.—		
Bristles	1,497	1,423	Casala.....	156,205	94,286
Hides, dressed..	5,87:	8,539	Ginger.....	90,183	131,435
India rubber.....	37,430	49,939	Pepper.....	564,996	737,027
Ivory	2,723	2,185	Saltpetre.....	207,112	351,518
Jewelry, &c.—			Woods—		
Jewelry	2,960	3,351	Cork.....	332,026	345,563
Watches.....	737	1,011	Fustic.....	84,548	92,269
Linseed.....	881,734	833,454	Logwood.....	585,872	991,019
Molasses.....	101,993	102,510	Mahogany.....	117,357	118,361

Receipts of Domestic Produce.

The receipts of domestic produce since January 1, 1875, and for the same time in 1874, have been as follows:

	Since Jan. 1, '75.	Same time 1874		Since Jan. 1, '75.	Same time 1874
Ashes.....pkgs.	7,247	8,196	Pitch.....	917	3,430
Breadstuffs—			Oil cake.....pkgs.	258,712	175,985
Flour.....bbls.	3,545,603	3,710,835	Oil, lard.....	5,717	3,431
Wheat.....bush.	32,883,888	41,100,524	Peanuts.....bags.	53,740	29,480
Corn.....	21,416,666	28,459,472	Provisions—		
Oats.....	10,136,163	10,456,497	Butter ....pkgs.	985,617	897,198
Rye.....	284,812	586,244	Cheese.....	2,187,753	1,962,749
Barley and malt.	4,536,896	2,696,815	Cutmeats.....	294,487	287,692
Grass seed, bags.	62,045	59,079	Eggs.....	422,242	470,609
Beans.....bbls.	58,171	69,486	Pork.....	125,697	115,451
Peas.....bu-h.	512,492	570,532	Beef.....	32,913	54,169
C. meal....bbls.	116.137	163.58	Lard.....	245,960	237,079
Cotton..... bales.	689,657	884,898	Lard.....kegs.	13,498	36,489
Hemp.....bales.	2,755	4,719	Rice.....pkgs.	25,867	21,198
Hides.....No.	2,577,719	2,098,000	Starch.....	327,193	309,151
Hops.....bales.	40,724	32,907	Stearine.....	17,843	16,529
Leather. . sides.	3,627,815	3,503,772	Sugar.....bbls	56,479	8,413
Molasses....hhds.	4,225	....	Sugar.....hhds.	13,973	216
Molasses... bbls.	35,061	34,913	Tallow.....pkgs.	19,742	31,704
Naval Stores—			Tobacco	173,988	259,098
Cr. turp....bbls.	7,788	12,097	Tobacco.....hhds.	41,560	121,993
Spirits turpen...	62,907	72,837	Whiskey.....bbls.	146,174	177,191
Rosin.....	471,281	507,569	Wool.....bales.	72,210	77,764
Tar.....	32,689	46,189	Dressed Hogs..No.	46,863	107,092

Exports of Leading Articles from New York.

The following table, compiled from Custom House returns, shows the exports of leading articles from the port of New York since January 1, 1875, to all the principal foreign countries, and also the totals for the last week, and since January 1. The last two lines show *total values*, including the value of all other articles besides those mentioned in the table.

ARTICLES.	Great Britain.	France.	Holland & Belg.	Germany	Other N. Europe.	Spain.	Other S. Europe.	China & Japan.	Aus-tralia.	Br. N. A. Colonies.	Other W. Indies.	Hayti.	Cuba.	Mex-ico.	British Guiana.	Brazil.	Other S. American.	All oth. Ports	Total this week.	Total since January 1, 1875.	Same time 1874.
Breadstuffs—Flour, bbls.	711,269	....	6,797	4,316	....	....	....	....	....	20,915	395,511	125,676	....	800	46,695	76,485	135,919	18,567	37,498	1,740,221	2,008,496
Corn meal..... bbls.	1,645	....	13	....	....	....	....	....	....	130,136	107,643	....	....	....	6,536	....	111	141	2,711	164,858	161,539
Wheat..... bush.	640,474	143,104	2,729,588	78,257	9,019	....	953,306	....	....	43,900	23,105	....	6,810	....	....	....	....	....	321,308	34,778,000	33,339,492
Corn..... bush.	....	....	....	140,195	....	....	....	....	....	1,300	....	....	....	200	....	....	....	....	....	159,953	641,561
Rye..... bush.	....	....	....	19,207	....	....	....	....	....	200	....	....	....	90	....	....	....	....	....	....	3,000
Barley ..... bush.	1,746	....	....	....	....	....	300	....	....	....	132,634	2,013	....	....	1,000	30	....	....	....	131,886	117,760
Oats ..... bush.	....	....	....	....	....	....	75,317	....	....	....	491	....	104,075	....	30,100	11,559	12,411	....	....	13,051,118	18,357,899
Corn ..... bush.	15,547	....	6,800	831,963	....	....	....	....	....	....	181,731	....	227,699	....	7,735	....	1,348	253	184,596	407,185	399,038
Peas ..... bush.	800,309	....	1,000	....	....	....	....	....	....	....	72,878	42	....	....	....	416	11,811	347	61,808	3,905	43,477
Candles ..... boxs.	....	....	....	....	....	....	....	....	....	....	16,184	12,805	....	18	....	....	....	1,017	....	58,173	82,709
Coal..... tons.	....	....	....	....	....	....	....	4,992	....	11,516	766	66	....	1,188	....	....	....	662	263	30,473	30,637
Cotton..... bales.	2,168	....	7,316	10,712	....	....	....	....	....	290	150	....	....	....	....	....	....	110	468	2,041	1,190
Cotton..... bales.	837,334	....	12,977	36,648	1,666	319	855	933	....	354	4,375	....	....	10	....	....	....	....	14,719	399,304	431,959
Drugs..... bales.	1,993	....	190	466	....	....	853	....	....	....	....	1,088	....	2,452	142	5,617	16,328	4,810	618	51,366	51,197
Hops ..... bales.	20,473	....	10	....	150	....	....	....	....	....	55	....	....	87	....	....	31	....	966	30,634	10,941
Naval st.—Sp. Turp. bbls.	4,949	....	....	18	....	....	645	171	....	....	176	....	....	18	....	741	1,505	773	13	11,366	11,498
Rosin..... bbls.	136,966	....	18,649	97,573	87,454	....	83,739	103	....	881	1,366	....	....	....	35	11,337	12,600	3,395	908	371,041	372,364
Tar..... bbls.	1,735	....	530	....	....	....	....	10	....	983	1,179	....	....	....	75	245	703	908	....	6,384	26,137
Oil cake..... lbs.	1,365,675	....	....	....	....	34	....	....	....	....	201	....	....	....	....	....	129	....	....	1,369,039	1,190,640
Oils—Petroleum ....gals.	20,688,703	9,670,211	13,338,391	89,932,816	10,074,930	4,889,394	11,609,269	4,613,000	1,846,073	87,684	167,814	919,990	1,767,977	421,888	59,300	3,126,413	1,531,707	6,081,904	2,471,583	139,373,534	140,428,970
Whale ..... gals.	6,400	99,490	251	93	....	....	....	....	480	8,800	44	990	1,800	98	....	509	....	....	13,707	111,027	71,800
Sperm..... gals.	632,256	....	....	....	....	....	....	....	319	....	....	....	....	....	463	....	....	4,344	....	683,882	446,546
Provisions, Pork, bbls. &tc.	41,315	4,601	194	1,846	....	....	....	....	....	838	2,276	173	....	....	4,783	67	5,730	2,198	8,147	60,227	41,605
Beef..... bbls & tcs.	285	483	1,593	6,384	....	....	....	....	....	25,856	31,894	44,080	....	....	2,350	....	509	881	2,488	154,757	166,708
Bacon..... 100 lbs.	43,166	27,307	33,144	175,398	....	....	....	....	....	4,151	1,473	1,634	....	....	....	30	3,761	271	2,488	90,105	83,656
Butter..... 100 lbs.	16,917	139	....	2,468	....	....	....	....	....	....	939	234	....	....	....	....	271	264	50,476	1,740,617	1,740,617
Cheese..... 100 lbs.	878,990	....	631	7,903	....	....	....	....	....	....	9,031	8,196	....	....	35	19	2,696	559	307	30,103	43,809
Lard..... 100 lbs.	277,087	67,127	101,469	830,493	....	....	....	....	....	....	5,066	738	....	176	1,186	....	356	143	7,660	896,239	911,596
Rice ..... pkgs.	78	....	....	3	....	....	....	....	....	....	827	288	....	54	4,463	10,465	105,404	1,989	323,468	1,055,610	1,328,696
Tallow ..... 100 lbs.	187,181	66,883	34,094	60,788	1	....	1	....	....	1,946	30,461	17,134	....	127	....	....	5,988	1,186	5,423	84,465	71,610
Tobacco, leaf &c ....lbs.	15,149	3,541	4,365	4,365	355	9,553	13,800	....	....	804	9,734	266	....	975	....	6	11,583	411	5,423	872,244	940,808
" manufactured &c ....cases, &c.	....	75	2,512	2,557	100	....	9,561	....	85	215	215	215	....	....	....	8	....	493	2,014	70,877	60,866
Wholesome ..... lbs.	38,101	20,093	148,094	148,178	....	....	63,114	19,893	819,978	153,172	331,305	496,669	....	4,066	9,786	5,880	3,557	439,419	....	107,660	43,895
				35,659	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	6,030	188,484
Total this week, 1875.																					153,403
Total " 1874.																					

	Total this week.	Total since January 1.	Same time 1874.
Total this week, 1875.	37,498	1,740,221	2,008,496
Total " 1874.	2,711	164,858	161,539
	321,308	34,778,000	33,339,492
	....	159,953	641,561
	....	3,000	117,760
	3,894	131,886	73,051,118
	61,808	407,185	399,038
	263	43,477	43,477
	468	82,709	55,173
	2,041	30,637	30,473
	14,719	399,304	431,959
	618	51,366	51,197
	966	30,634	10,941
	1,479	11,498	11,366
	184	371,041	372,364
	908	26,137	6,384
	....	1,369,039	1,190,640
	140,428,970	139,373,534	139,373,534
	....	111,027	71,800
	13,707	683,882	683,882
	....	41,605	60,227
	....	154,757	166,708
	2,488	90,105	83,656
	50,476	1,740,617	1,740,617
	307	30,103	43,809
	7,660	896,239	911,596
	143	1,055,610	1,328,696
	5,423	84,465	940,808
	872,244	70,877	60,866
	2,014	90,110	43,895
	107,660	6,003,646	6,003,646
	6,030	188,484	153,403
	....	....	....
	5,549,889	288,708,147	....
	5,068,901	....	265,171,736

GENERAL PRICES CURRENT.

ASHES—

Pot	5	@	5¼

BREADSTUFFS—See special report.

BUILDING MATERIALS—

Bricks—Common hard, afloat	2 50	@	6 25
Croton	11 00	@	14 00
Philadelphia	28 00	@	30 00
Cement—Rosendale	1 10	@	1 20
Lime—Rockland, common		@	
Rockland, finishing	1 30	@	
Lumber—Southern pine	20 00	@	32 00
White pine box boards	15 00	@	18 00
White pine merchan. box boards	18 00	@	21 00
Clear pine	45 00	@	55 00
Oak and ash	38 00	@	40 00
Black walnut	75 00	@	80 00
Spruce boards & planks	18 00	@	22 00
Hemlock boards & planks	16 00	@	20 00
Nails—20@30d. com. fen & sh. ₩ keg	3 00	@	3 15
Clinch, 1¼ to 3 in. & longer	4 50	@	5 50
8d fine	5 25	@	5 40
Cut spikes, all sizes	3 25	@	
Paints—Lead, white, Am. pure, in oil	10½	@	
Lead, wh., Amer., pure dry	9	@	9¼
Zinc, wh., Amer. dry, No. 1		@	7¾
Zinc, wh., Amer., No. 1, in oil	11¼	@	12
Paris white, English, prime gold	1 35	@	1 90

BUTTER—(Wholesale Prices)—

Half firkins (East'n) 3cs to selections	32	@	36
Welsh tubs, " " 1sts	28	@	31
Half firkins (West'n) " "	16	@	27
Welsh tubs " " "	16	@	25

CHEESE—

New state factory, fair to good	11½	@	12¾
Western, good to prime	9	@	10

COAL—

Anthracite (by cargo)	5 75	@	6 75
Liverpool gas cannel	11 50	@	12 00
Liverpool house cannel		@	18 00

COFFEE—

Rio, ord. cargoes, 60@90 days, gold	18½	@	18¾
do fair, do do gold	19¾	@	20
do good, do do gold	20¼	@	20½
do prime, do do gold	20¾	@	21
Java, mats and bags	26	@	28
Native Ceylon	20	@	21½
Maracaibo	19¾	@	21½
Laguayra	19	@	21
St. Domingo	18	@	18¾
Savanilla	19	@	21
Costa Rica	19	@	21

COPPER—

Bolts		@	31
Sheathing, new (over 13 oz)		@	30
Braziers' (over 14 oz.)		@	31
American ingot, Lake	23¾	@	23½

COTTON—See special report.

DRUGS & DYES—

Alum, lump		@	2¾
Argols, crude	17	@	24
Argols, refined "	28	@	32½
Arsenic, powdered "	8¾	@	8¾
Bicarb. soda, Newcastle "	4 25	@	
Bichro. potash "	17½	@	
Bleaching powder "	1 80	@	1 87½
Brimstone, crude, per ton "	39 00	@	40 00
Brimstone, Am. roll "	8¼	@	
Camphor refined "		@	28½
Castor oil, E.I. in bond, ₩ gal. gold	20	@	
Caustic soda "	4 25	@	4 45
Chlorate potash "	20¼	@	21
Cochineal, Honduras "	43	@	55
Cochineal, Mexican "	42½	@	45
Cream tartar "	34¼	@	35½
Cubebs, East India "	9	@	
Dutch gold.	6¼	@	6¾
Gambier "	6	@	
Ginseng cur.	1 15	@	1 17½
Glycerine, American pure "	15	@	
Jalap "	12	@	13
Licorice paste, Calabria "	26	@	28
Licorice paste, Sicily "	25	@	28
Licorice paste, Spanish, solid gold	20	@	30
Madder, Dutch "	8¼	@	8
Madder, French "	6¾	@	7¼
Nutgalls, blue Aleppo "	14¾	@	15
Oil vitriol (66 degrees) "	1¼	@	1¾
Opium, Turkey (in bond), gold		@	4 50
Prussiate potash, yellow, Am	32¼	@	32¾
Quicksilver gold.	75	@	
Quinine cur.	2 30	@	
Rhubarb, Chins, good to pr ₩ lb.	60	@	1 50
Sal soda, Newcastle gold	1 40	@	1 80
Shell Lac	46	@	60
Soda ash, ordinary to good gold	2 00	@	2 50
Sugar of lead, white	13	@	
Vitriol, blue, common	8¼	@	8¼

FISH—

	Store Prices.		
George's and Grand Bank cod	4 75	@	6 25
Mackerel, No. 1, shore (new)	24 00	@	
Mackerel, No. 1, Bay		@	
Mackerel, No. 2, shore (new)	16 00	@	
Mackerel, No. 2, Bay		@	

FLAX—

North River, prime ₩ lb	15	@	

FRUIT—

Raisins, Seedless, new	6 00	@	
do Layer, new	2 80	@	2 85
do Sultana, new	14	@	14½
do Valencia, new	9¾	@	
do Loose Muscatel, new	3 10	@	3 20
Currants, new		@	7
Citron, Leghorn, new	22¾	@	24
Prunes, Turkish	6¾	@	
do French, new	7¾	@	11
Dates, new		@	5½
Figs, new	12	@	15
Canton Ginger ₩ case.		@	8 00
Sardines, ₩ hf. box cur.	21½	@	22½
Sardines, ₩ qr box "	14¾	@	14¾
Macaroni, Italian		@	14
Domestic Dried—			
Apples, Southern, sliced, 1875 crop	10	@	10¾
do " quarters		9¾@	10
do State, sliced	11	@	12
do do quarters	10	@	
do Western, quarters		@	
Peaches, pared Western		@	
do do Ga. good and prime	14	@	18
do do N. Carolina, prime		@	
do unpared, halves and qrs	11¼	@	12
Blackberries, new	11	@	11¾
Raspberries, new	32	@	33
Cherries	24	@	25
Plums		@	20

HEMP AND JUTE—

American dressed ₩ ton.	190 00	@	215 00
American undressed	135 00	@	140 00
Russia, clean gold.	230 00	@	235 00
Italian "	260 00	@	275 00
Manila ₩ lb "	7	@	7¾
Sisal "	4¼	@	5
Jute "	3¼	@	5

GUNNIES—See report under Cotton.

GUNPOWDER—

BLASTING, FOR RAILROADS, &C.			
Soda, ary a.se grain, in 25lb k gs	2	@	2 50
Saltpetre do do	3	@	3 00
SPORTING.			
Electric, Nos 1 to 5 grain, in 1 lb sq. cans	1	@	1 00
Diamond grain, in 1 lb cans	1	@	1 00
Orange lightning, Nos. 1 to 7, in 1 lb cans	1	@	1 00
Superfine eagle sporting, in 1 lb oval cans		@	70
Ameri an sporting, in 1 lb oval cans		@	70
Orange ducking, Nos. 1 to 5, in 1 lb cans		@	70
Duck Shooting, Nos. 1 to 5, in 6¼ lb kegs	3	@	44
Extra duck shooting, Nos. 1 to 5, in 6¼ lb kegs	3	@	44
Orange ducking, Nos. 1 to 5, in 6¼ lb. kegs	3	@	44
Eagle duck shooting, Nos. 1 to 5, 12½ lb kegs	6	@	88
Duck Shooting, Nos. 1 to 5 gr., 12½ lbs	6	@	88
Hazard's Kentucky rifle, 1 oval lb cans		@	45
Dupont's rifle FG, FFG, FFFG 1lb cans		@	45
Dupont's rifle, FFG, FFFG, 6¼ lbs	1	@	45
Hazard's Kentucky rifle, FFFg, FFg, and Sea Shooting Fg, 6¼ lb kegs	1	@	45
Dupont' rifle, FFg, FFFg, 12½ lb kegs	2	@	62
Hazard's Kentucky rifle, FFFg, FFg, and Sea Shooting Fg, 12½ lb kegs	2	@	62
Orange rifle, Fg, FFg, FFFg, 25lb kegs	4	@	75
Hazard's Kentucky rifle, Fg, FFg, FFFg, 25lb kegs	4	@	75
Dupont' rifle in 25lb kegs	4	@	75

HAY—

Shipping ₩ 100 lb	65	@	70

HIDES—

Dry—Buenos Ayres, selected	gold	19	@	24
Montevideo, do	"	20	@	
Corrientes, do	"	19	@	19
Rio Grande, do	"		@	
Orinoco, do	"	19½	@	20
California, do	"	20	@	
Matam. and Mex, as they run		18	@	19
Maracaibo, do	"	16½	@	
Bahia, do	"	16½	@	
Dry Salted—Maracaibo, do	"		@	18¾
Chili, do	"	16	@	
Pernambuco, do	"		@	18¾
Savanilla, do	"		@	14
Bahia, do	"		@	14¾
Wet Salted—Buen. Ay, selected	"	10¾	@	11
Para, do	"		@	9
California, do	"	10	@	
Texas, do cur.		9¾	@	12
B. I. stock—Calcutta slaught	gold	11¾	@	14
Calcutta, dead green	"		@	12
Calcutta buffalo	"	9¼	@	

IRON—

		Store Prices.	
Pig, American, No. 1	23 00	@	24 00
Pig, American, No. 2	21 00	@	22 00
Pig, American, Forge	17 00	@	20 00
Pig, Scotch	29 00	@	33 00
		Store Prices.	
Bar, Swedes, ordinary sizes	130 00	@	140 00
Scroll	77 50	@	122 50
Hoop	82 50	@	132 50
Sheet, Russia, as to assort gold.		12¾	@ 18
Sheet, single, double & treble, com.		4¼	@ 4¾
Rails, English gold. in bond	31 00	@	35 00
do new, American cur.	45 00	@	50 00

LEAD—

Ordinary foreign ₩ 100 lbs, gold	7 12½	@	
Domestic "	5 95	@	6 00
Bar	8¾	@	
Sheet	9¼	@	

LEATHER—

Hemlock, Buen, A'res, h., m. & l	25	@	28
" California, h., m & l	24½	@	27
" comm'n hide, h., m. & l	24	@	28
" rough	25	@	26
Slaughter crop	31	@	35
Oak, rough	26	@	29
Texas, crop	31	@	34

MOLASSES—

Cuba, centrifugal and mixed	32	@	34
Cuba, clayed	30	@	32
Cuba, Muso., refining grades	30	@	32
do do grocery grades	34	@	38
Barbadoes	34	@	38
Demerara	37	@	45
Porto Rico	40	@	50
N. O., fair to choice new ₩ gal.	55	@	62

NAVAL STORES—

Tar, Washington	2 12½	@	2 25
Tar, Wilmington		@	2 25
Pitch, city		@	2 12½
Spirits turpentine ₩ gal.		@	37
Rosin, strained to good strd. ₩ bbl.	1 70	@	1 80
" low No. 1 to good No. 1	2 75	@	3 50
" low No. 2 to good No. 2	1 90	@	2 87½
" low pale to extra pale	3 75	@	5 75
" window glass	7 00	@	

OAKUM—navy to best quality ₩ lb. 7¼ @ 9¼

OIL CAKE—

City, bag gold		@	42 00
Western cur.	45 50	@	46 00

OILS—

Cotton seed, crude	52½	@	53
Olive, in casks ₩ gall	1 17½	@	1 20
Linseed, casks and bbls	60	@	63
Menhaden, prime L. I. Sound	41	@	43
Neatsfoot	85	@	1 00
Whale, bleached winter	75	@	80
Whale, Northern	70	@	
Sperm, crude	1 60	@	1 65
Sperm, bleached winter		@	1 85
Lard oil, Winter	1 03	@	1 05

PETROLEUM—

Crude, in bulk	7	@	
Cases	16½	@	19¼
Refined, standard white	12¾	@	13¾
Naphtha, City, bbls	9¾	@	10

PROVISIONS—

Pork new mess ₩ bbl.	21 25	@	22 25
Pork, extra prime "	16 00	@	16 50
Pork, prime mess old "	20 00	@	
Beef, plain mess, new "	11 50	@	
Beef, extra mess "	12 50	@	
Beef hams, West. sum. cured "	22 25	@	22 50
Hams, smoked ₩ lb	14¼	@	15¾
Lard, City steam	12¾	@	

RICE—

Carolina, fair to choice	6¾	@	7¾
Louisiana, good to prime	6¾	@	7¾
Rangoon, in bond gold.	2 60	@	2 65
Patna	6¾	@	7

SALT—

Turks Island		@	25
St. Martin's		@	30
Liverpool, various sorts ₩ sack.	1 55	@	2 60

SALTPETRE—

Refined, pure ₩ lb		@	12¼
Crude gold		@	5¼
Nitrate soda "		2¾	2¾

SEED—

Clover, Western ₩ lb.	11	@	11¾
Timothy ₩ bush.	2 80	@	2 90
Hemp, foreign	3 00	@	3 05
Flax, rough		@	1 60
Linseed Calcutta ₩ 56lb gold (time).		@	2 60

SILK—

Taatlee, Nos. 1 to 4 ₩ lb	5 00	@	5 75
Taatlee, re-reeled	4 75	@	5 00
Tayssam, Nos. 1 & 2	4 00	@	5 00
Canton, re-reeled No. 1 Cotugeun	4 75	@	5 00

SPELTER—

Foreign ₩ 100 lb. gold.	7 18	@	7 40
Domestic cur.	7 85	@	7 40

SPICES—

Pepper, Batavia gold		@	
do Singapore	18¼	@	17¾
do white	21¾	@	
Cassia, China Lignea	22¾	@	23
do Batavia	22	@	24
Ginger African	10¾	@	11
do Calcutta	9¾	@	9¾
Mace	1 10	@	1 12½
Nutmegs, Batavia and Penang	1 00	@	1 05
Pimento, Jamaica	13½	@	14
Cloves	16	@	16
do stems	16½	@	17

SPIRITS—

		gold.	
Brandy, foreign brands ₩ gall.	3 80	@	15 00
Rum—Jam., 4th proof "	3 65	@	7 00
St. Croix, 3d proof "	3 45	@	3 65
Gin "	3 00	@	3 20
Domestic Liquors—Cash.			
Alcohol (90 per ct) C. & W cur.	2 25	@	
Whiskey "	1 15	@	

STEEL—

		Store Prices.	
English, cast, 2d & 1st quality ₩ lb gold	14¼	@	17
English, spring, 2d & 1st quality "	6¾	@	7
English blister, 2d & 1st quality "	9	@	14
English machinery "	10¼	@	11
English German, 2d & 1st quality "	10¾	@	11¼
American blister cur.		@	9
American cast, Tool		@	18
American cast spring		@	10
American machinery		@	11
American German spring		@	

SUGAR—

Cuba, inf. to com. refining	7¼	@	7¾
do fair to good refining	8¾	@	8¾
do prime, refining	8¾	@	
do fair to good grocery	8¾	@	8¾
do centr. hhds. & bxs, Nos. 8@13	8¾	@	9¾
Molasses, hhds & bxs	7¼	@	8
Melado	7	@	8¼
Havana, Box, D. S. Nos. 8@12	7¾	@	
do do do 10@12	8¾	@	8¾
do do do 13@15	9	@	9¼
do do do 16@18	9¾	@	10¼
do do do 19@	10¼	@	10¾
do do white	9¾	@	10¾
Porto Rico, refining, com. to prime	7¾	@	8¾
do grocery, fair to choice	8¼	@	8¾
Brazil, bags, D. S. Nos. 9@11	7¾	@	9¼
Java, do. D.S., Nos. 10@12	8¾	@	8¾
Manilla, superior to ex. sup	8¼	@	8¾
N. O., refined to grocery grades		@	
Refined—Hard, crushed ₩ lb	11	@	
Hard, powdered	10½	@	
do granulated		@	10¼
do cut loaf		@	
Soft white, A standard centrif	10	@	10¼
do do off A		9¾@	10
White extra C		9¾@	9¾
Yellow do		9¼@	9¾
Other Yellow		8¾@	9¼

TALLOW—

Prime city ₩ lb		@	9¼
Western, ₩ lb		9¼@	9¼

TEA—

Hyson, Common to fair cur.	27	@	32
do Superior to fine	34	@	45
do Extra fine to finest	47	@	55
do Choicest	75	@	85
Young Hyson, Com. to fair	29	@	32
do Super. to fine	37	@	45
do Ex. fine to finest	60	@	75
do Choicest	90	@	1 10
Gunpowder, Com to fair	28	@	35
do Sup. to fine	40	@	53
do Ex. fine to finest	60	@	77
do Choicest	1 10	@	1 20
Imperial, Com to fair	27	@	32
do Sup. to fine	36	@	45
do Extra fine to finest	58	@	64
Hyson Skin, & Twan. com. to fair	23	@	24
do do Sup. to fine	25	@	27
do do Ex fine to finest			Nominal.
Uncolored Japan, Com. to fair	37	@	39
do Sup'r to fine	44	@	54
do Ex. fine to finest	60	@	75
Oolong, Common to fair	25	@	30
do Superior to fine	35	@	50
do Ex fine to finest	55	@	70
do Choicest	85	@	95
Souc. & Cong., Com. to fair	25	@	32
do Sup'r to fine	35	@	70
do Ex. fine to finest	55	@	77

TIN—

Banca gold.		@	23¼
Straits "	19¾	@	19¾
English "	19¼	@	
Plates, I. C. charcoal "	7 25	@	7 50
Plates, char. terne "	6 87½	@	7 25

TOBACCO—

Kentucky lugs, heavy	8	@	9
" leaf, "	9¾	@	16
Seed leaf—Connecticut wrappers '72	20	@	45
" Conn. & Mass. fillers, '73	7	@	8
Pennsylvania wrappers, '72	18	@	25
Havana, com. to fine	60	@	1 00
Manufac'd, in bond, black work	17	@	30
" " bright work	25	@	50

WOOL—

American XX ₩ lb	43	@	45
American, Nos. 1 & 2	43	@	50
American, Combing	53	@	60
Extra, Pulled	40	@	50
No. 1, Pulled	30	@	39
California, Spring Clip			
Superior, unwashed	26	@	32
Medium	24	@	30
Coarse	22	@	28
Burry	19	@	22
South Am. Merino unwashed		@	35
Cape Good Hope, unwashed	28	@	32
Texas, fine	28	@	32
Texas, medium	18	@	32
Smyrna, unwashed gold.		@	

ZINC—

Sheet ₩ lb, gold, ne	8¼	@	9

FREIGHTS—

	STEAM.		SAIL.	
To LIVERPOOL:	s. d.	s. d.	s. d.	s. d.
Cotton ₩ lb.	7-16		7-16	9-16
Flour ₩ bbl.	4 0	@		
Heavy goods ₩ ton.	30 0	@ 55 0	25 0	@ 30 0
Oil "	50 0	@	35 0	@
Corn, b'k & bgs. ₩ bu.	10	@	9	@
Wheat, bulk & bags "	10½	@		
Beef ₩ tce.	3 9	@	5 0	@
Pork ₩ bbl.	5 9	@	3 9	@